

Fifth Series Vol. LV - No. 7

**Thursday, January 15, 1976
Pausa 25, 1897 (Saka)**

LOK SABHA DEBATES

(Fifteenth Session)



(Vol. LV contains Nos. 1-10)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 2.00

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LOK SABHA DEBATES

LOK SABHA

Thursday, January 15, 1976/Pausa 25,
1897 (Saka)

The Lok Sabha met at Eleven of the
Clock

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Eradication of Malaria Mosquitoes through Biological Control

*121. SHRI P. GANGADEB: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the two years experiments conducted by scientists in Hyderabad have recently discovered eradication of malaria mosquitoes through biological control; and

(b) the steps proposed by Government to weed out anopheles through this device?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. KARAN SINGH): (a) and (b) In answer to the problems posed by insecticide resistance and concern about environmental pollution, there is a trend towards the concept of integrated control of malaria. In the Hyderabad experiments it was observed that although larvivorous fish were reasonably effective in keeping down larval densities, then can at best only partially replace rapid acting chemicals.

SHRI P. GANGADEB: In view of the fact that there is a galloping increase of mosquitoes malaria disease has reached an all time high. I would

like to know from the hon. Minister whether the device discovered by the Hyderabad scientists is going to be put to use and a new programme conducted all over the country to at least control the mosquito breeding, the first enemy of this disease. What is the position of the international investment in this regard?

DR. KARAN SINGH: Sir, I do not think it is correct to say that these were discovered by the Hyderabad scientists. Larvivorous qualities of certain fishes and plants have been well known for a long time. But the hon. Member is entirely right when he said that malaria is on the increase and in order to combat it, we have devised a new strategy and in that strategy we intend to utilise both the chemicals and, if possible, for this larvivorous fish, particularly in the urban areas. The hon. Member has asked about the international investments. There is no international investment at present except that the W.H.O. held a conference for South-East Asian countries to revise strategy to overcome recrudescence of malaria.

SHRI P. GANGADEB: May I further ask as to what are the anti-malaria measures being developed by the malariologist in the malariological institutes that are being set up in India? What is the approximate estimate of the Government regarding the time it will take to at least make a break-through in spite of the heavy odds?

DR. KARAN SINGH: Sir, the main thrust will have to be on two or three fronts. One is on the insecticide front where three types of insecticide—D.D.T., B.H.C. and Malathion—will have to be used in various quantities.

I am afraid it is difficult to say by what time they will get it under control. As you know, the incidence of malaria has come down drastically and we thought we had got it defeated. But when it has started coming up, I am afraid it is still on the increase. But we are hopeful that with the new strategy and if we can get the additional investment, perhaps within the course of 4 or 5 years, we may be able to bring it under control.

श्री राम सहाय पांडे राष्ट्रीय और अन्तर्राष्ट्रीय अनुसंधान के अनुसार यह पता लगाया जा चुका है कि मच्छर अब ज्यादा स्वस्थ हो चुके हैं और पहले जितने कैमिकल पदार्थों द्वारा मर जाते थे अब उन्हे नदी मरने * । मैं जानना चाहता हूँ कि गवर्नमेंट अब इस बारे में क्या इनिशिएटिव स्टेप्स लेने जा रही है। मानसी चीजे इनको मारने के लिये इन्फेक्टिवा हागी क्या इस बारे में कोई अनुसंधान किया जा रहा है ?

डा० कर्ण सिंह माननीय सदस्य ने जो प्रश्न पूछा है यह वैक्सीन रजिस्ट्रार गम्बन्ध में है। पहले मच्छर डी० डी० टी० में मर जाते थे, लेकिन अब कई नए स्ट्रेन उत्पन्न हुए हैं जो उससे नदी मरते हैं। अब हम बी० एच० सी० मैलाथिन और अन्य कई प्रकार के इन्सेक्टिसाइड्स से इन मच्छरों को मारने का प्रयत्न कर रहे हैं। इन अलग-अलग तरीकों से हम कोशिश कर रहे हैं कि जितने मच्छरों से नष्ट कर रखा है, देश को पीड़ित कर रखा * उन पर विजय प्राप्त हो।

SHRI H. N. MUKERJEE: In spite of our comparative ignorance of the ecology of the malarial mosquito, may I know if it is a fact that the Hyderabad experiment had not been encouraged sufficiently with finances and adequate research facilities, while on the other hand we shifted to certain genetic investigations which have led

to certain entanglements with international interests to which the Prime Minister herself made reference in her Pugwash address yesterday. May I know if, instead of encouraging this experiment in Hyderabad on the basis of our own indigenous know-how and equipment, we have rather discouraged this proposition to the detriment of our ability to control the malarial mosquito?

DR. KARAN SINGH I think I would say, we should have given more attention to these methods. I do not think it is correct to say that these have been discouraged. In fact, these very Hyderabad experiments have been conducted by scientists working under the Malaria Eradication Programme. What happened was, the insecticides began to take priority. Before the insecticides were developed, a lot of work was done on larvivorous fish. Then these insecticides came into the picture and everybody thought it had been solved. Now everybody is realising that insecticides themselves create their own ecological problems including pollution. As you are aware, in many western countries DDT is now totally banned. I entirely agree that we should give more importance to this. Regarding the other point to which the Hon. member referred that particular chapter, is over. The agreement has been terminated and our concentration in the future is going to be on the production of insecticides and on these biological control methods.

SHRIMATI SHEILA KAUL: Would it be correct to say that insecticides are more dangerous than malaria itself, because we have learnt through newspapers that tests have shown that use of insecticides is harmful to man as a whole? I would like to know if the use of insecticides would be worthwhile.

DR. KARAN SINGH: The hon. member has drawn attention to what is a classic double bind. On the one

hand, if you don't use insecticides, there is no other weapon in our arsenal to keep down the mosquito population. On the other hand, it is true that with extensive use of insecticide, the DDT gets into the stream of the water and pollution starts. I am afraid we are in a very difficult position. It seems to me that for several years more we will have to depend very largely upon insecticides with such environmental safeguards as we can devise. Ultimately we have to be able to move away from them, as has been done in some western countries.

Expansion of T.I.S.C.O.

*123. SHRI C. K. CHANDRAPPA: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 1267 on 1st August, 1974 regarding TISCO expansion involving public finance and state:

(a) whether the Steering Committee appointed by Government has taken a decision on the detailed feasibility report prepared by Nippon Steel Corporation of Japan for expansion of TISCO; and

(b) if so, the findings thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The Steering Committee have concluded that the expansion project

as worked out, is economically viable on the parameters available and that the project can be completed so that the first production starts after 44 months of taking the investment decision provided the infra-structural facilities like power, water, transportation etc., are available in time. They have also stated that in the context of the current availability of resources, the investment decision on the expansion scheme involving a capital expenditure of over Rs. 1338 crores on the plant and additional expenditure of over Rs. 367 crores on development of raw material facilities etc. would have to be deferred to a date more appropriate for such a major investment. At that time, the national demand forecasts for steel would have to be scrutinized again to see if the scope of expansion visualized in the feasibility report would be still valid. Similarly the capital costs and the operation costs would have to be updated.

SHRI C. K. CHANDRAPPA: In the statement it is said, when the resources position will be better, Government would consider spending Rs. 1333 crores on the plant and an additional sum of Rs. 367 crores on development of raw material facilities, etc. for TISCO. When the Government will take that decision to invest such huge resources on this company, I would like to know whether Government would consider taking into account the fact that already 44 per cent of the equity of TISCO belongs to the Government of India. Also, public finance institutions like the banks and LIC had invested crores of rupees in the TISCO. So, when the Government decide to invest more money in this undertaking, would they take into account the fact that 44 per cent of the equity share capital is already with the Government of India and then take a decision whether to keep this company in the private sector?

THE MINISTER OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): This question relates to the expansion of TISCO. At this stage it is difficult to say when the Government will take a decision to invest further, because the conditions prevailing in the country regarding resources are difficult. Also, the availability of steel is easy. Therefore, no provision has been made in the Fifth Plan for the expansion of TISCO. So far as TISCO remaining as a private company is concerned, as the hon. Member himself admits, 44 per cent of the shares belongs to the Government. The Company is doing well. There is no proposal to take over the Company by the Government.

SHRI C. K. CHANDRAPPA: I am disappointed by the answer of the hon. Minister that the Company is running well. Here is a statement by the Managing Director of TISCO, Shri Modi, that TISCO immediately needs Rs. 250 crores for rehabilitation. He says that the private sector and the public finance institutions are not in a position to find out these resources. That means he is asking the Government to invest another Rs. 250 crores in this Company. When already 44 per cent of the equity share capital of the Company is with the Government, if more investment is to be made, before any decision about more investment is taken, will they consider the question whether the Company should continue in the private sector?

SHRI CHANDRAJIT YADAV: When I said that the Company is doing well I had in mind that the Company has been producing almost to its full capacity for many years. Being of the oldest steel plants in the country, it needs rehabilitation time and again. At this stage also it has been producing well. So far as investment and other questions are concerned, they will be considered at the appropriate time, when a proposal is made to the Government.

SARDAR SWARAN SINGH SOKHI: I am surprised at the statement of the hon. Minister. Is it not a fact that the production of TISCO went down last year? According to the statement of Shri Modi, as quoted by Shri Chandrappan, the management of TISCO is asking Government for investment for expansion. Instead of giving more money to TISCO, why not nationalise it, as was done in the case of IISCO?

MR. SPEAKER: The Minister has already answered it. He has said that he has not taken a decision on it. Next question.

Import of Flat Steel

*124. **SHRI RAGHUNANDAN LAL BHATIA:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have taken any decision regarding import of flat steel after January, 1976; and

(b) if so, facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). In the past, major portion of import of steel was in the form of flat products. However, with the increased production in Rourkela, with the commissioning of the Hot Strip Mill at Bokaro and with the scheduled commissioning of the Cold Rolling Mill at Bokaro next year, the position of flat products has undergone a basic change. The entire situation is being reviewed in connection with the Import Policy for 1976-77, now under consideration of the Government.

SHRI RAGHUNANDAN LAL BHATIA: After going through the statement of the Minister one is not clear as to when the import of flat steel would be stopped in view of the fact that we have got too many steel mills in this country and we are now even exporting it. May I know from the hon. Minister whether we have the

capacity and technical know-how to produce flat steel, more so when we commissioned recently the Bokaro hot steel mill plant?

THE MINISTER OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): I will give some figures which will make the position clear to the hon. Member. Actually, our total import of steel through canalising agencies during 1974-75 was 9 lakh tonnes, out of which 80 per cent was in the form of flat products. We were short of flat products in the country. During this year Rourkela has produced 125,000 tonnes more in the form of flat products. With the commissioning of the hot strip mill, Bokaro will be able to produce 100,000 tonnes more of flat steel during January-March, and in 1976-77 we will be able to produce from Bokaro 7 lakh tonnes flat. Therefore, our main import was on the flat item, and with the commissioning of Bokaro and the better performance of Rourkela in 1976-77, we will have to import about 2.6 lakh tonnes of flat steel, and in 1977-78 it would be reduced to 1.4 lakh tonnes. Therefore, the hon. Member will see that from almost 7 lakh tonnes, we will be able to reduce our imports to 1.4 lakhs within two years.

SHRI RAGHUNANDAN LAL BHATTIA: The hon. Minister has not clearly said whether we have the technical know-how, but one can deduce that from his statement since we are producing flat steel. May I know when the next cold strip mill will be commissioned in this country and whether we will be able to stop the import much earlier than 1978 as he has mentioned?

SHRI CHANDRAJIT YADAV: Unless and until we have the know-how, how are we building Bokaro, one of the biggest steel plants? The hon. Member knows that it is with the assistance of the Soviet Union, but 80 per cent of the know-how and materials used in Bokaro are indigenous.

Therefore, the know-how is available in the country, and the figures which I have given make it clear that we are trying our best and that after Bokaro goes into full production, we will be able to eliminate completely our import of flats.

Commissioning of Haldia Port

*127. **SHRI H. N. MUKERJEE:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when Government expect the Haldia port to be commissioned;

(b) whether the project could not be commissioned on the scheduled date,

(c) if so, the reasons therefor; and

(d) whether Government propose to use Haldia as the main coal-exporting port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI):

(a). According to the present indications, the Haldia Dock System is expected to be commissioned by October, 1978.

(b) and (c). The schedule for commissioning the Dock had to be revised from time to time due to several factors like (1) change in the dimensions of the lock on the basis of anticipated availability of deeper draughts as assessed after detailed hydraulic studies, (2) difficulties in lowering the water table at the lock entrance of the dock system to enable deep excavation being carried out prior to undertaking construction, (3) general shortage of steel and cement, (4) inadequate supply of wagons for movement of construction materials, (5) low productivity of labour and unanticipated difficulties in working conditions during the monsoon period reducing considerably the availability of working time per year and (6) delay in supply of plant and equipment by indigenous manufacturers.

(d). Haldia being a modern port with adequate mechanical handling facilities and situated near the sources of coal is intended to be the main coal-exporting port.

SHRI H. N. MUKERJEE: In view of the alarming delay that has already taken place—I say “alarming” because the future of the Calcutta and Haldia port complex is terribly important in so far as the entire region abutting on these ports is concerned—in commissioning the Haldia port, may I know if the reported availability of Farakka waters, reported since the last eight months or so, has much of an impact on the river, and Haldia and Calcutta to the extent possible are now in a position to function as major ports in the country and Haldia port can be set up as it has been promised to be done?

SHRI H. M. TRIVEDI: Sir, firstly, the commissioning of the Farakka Project is itself partial, in so far as certain seasonal flows from Farakka to the Hooghly are concerned. Secondly, the inflow of Farakka water is likely to have an effect over the Hooghly over a long period. In other words, the successful deepening of draught over a stretch of the river is likely to have an effect over a number of years. Thirdly, as far as Haldia is concerned, the effect of the commissioning of the Farakka is likely to be marginal.

The hon. Member had referred to the hydraulic studies and asked whether or not they show some effect. That study is not yet complete. But there are some indications that even with the present flows, there might be an effect on the Haldia channel. But the channel has four bars, and the necessity to continue dredging or maintenance dredging to be able to achieve the target drafts which are planned for Haldia will still remain. This is the position.

SHRI H. N. MUKERJEE: Does Government mean to say that in view of

the impact of Farakka water having to be examined over a period of five years, the future of Calcutta and Haldia, by implication, is in jeopardy for at least the next five years to come, before you have completed your exercises? If that is so, may I know, Sir, if there is any coordinated plan linking up the future of Haldia as well as Calcutta. If Calcutta for the time being cannot be rescued to the extent that we all desire, at least Haldia can be made viable so that that part of the country which serves the entire north-eastern region can have a sigh of relief. Government's answer raised a great deal of perturbation in our mind, and that is why, I want a little more positive reply.

SHRI H. M. TRIVEDI: As far as Haldia Project is concerned, irrespective of the effect which in the coming three-four years the Farakka commissioning may have, we are proceeding with the project of completing the channel by dredging the bars and effecting the 35 ft. draught both at the lock gate and in the channel, which is what the original project was. We are also planning for deepening the approach channel for Haldia over the coming four years to enable ships of 40 ft. draught to come in. In other words, I need not assume the hon. Member that as far as the Haldia Project is concerned, we are not awaiting the results of the commissioning.

SHRI PRIYA RANJAN DAS MUNSI: I would like to know from the hon. Minister whether it is a fact that the entire Haldia Project includes the problems of Calcutta Port No. 1, the possibility of the commissioning of the Haldia Port and attaching the strategic importance to having shipyard projects also in Haldia. Since the Minister replied that the Haldia Port would be commissioned as he is expecting in October 1976, may I know from the Minister whether there is a possibility of having the shipyard project to fulfil the entire Haldia Project and to give it a concrete shape?

SHRI H. M. TRIVEDI: All I can say is that Haldia was one of the sites examined by the technical consultants, and there are four sites for a shipyard—Hazira in Gujarat, curlavangani (Marmugao), Paradeep and Haldia. Preliminary project reports from the technical consultants on all the four sites have been received and they are under consideration.

SHRI KRISHNA CHANDRA HALDER: Mr. Speaker, Sir, I want that the whole Haldia Project should be commissioned within October, 1976. But in view of the reply given by the Minister, I want to know whether the Government will allot more money for dredging properly and sufficiently the mouth of the Hooghly River so that Calcutta Port remains as a major port of our country?

SHRI H. M. TRIVEDI: The necessary dredging of the Hooghly river to keep the Calcutta port going upto a certain draught is going on. Secondly, the Central Government gives a subsidy of 80 per cent of the cost of carrying out the dredging of the Hooghly river. Therefore, the question of providing any additional financial help for dredging as such does not arise.

Loan to Maharashtra for Completion of Ratnagiri Harbour

*128. **SHRI SHANKERRAO SAVANT:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what subsidy and loan was demanded by the Government of Maharashtra from the Government of India for completing the harbour at Ratnagiri;

(b) how much of it has been given so far and how much is proposed to be given and when; and

(c) when will the work of constructing the harbour be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI):
(a) A scheme for the development of Ratnagiri harbour for 20 ft. draught vessels was committed in the Fourth Plan by the Central Government at a cost of Rs. 107 lakhs.

(b) The entire amount has been released to the Government of Maharashtra upto the end of March, 1975.

(c) The first stage development of Ratnagiri approved as a Centrally Sponsored Scheme has been completed.

SHRI SHANKERRAO SAVANT: There was some dispute between the Central Government and the State Government regarding the length of the protecting wall. The stages mentioned in the reply are referable to this dispute. I would, therefore, like to know from the Minister what is the second stage of development.

SHRI H. M. TRIVEDI: As I have already indicated in the reply, the first stage which was approved as a Centrally sponsored scheme in the Fourth Plan has already been completed. The State Government then wanted a further extended scheme in relation to Ratnagiri Harbour involving an extension of the break-water from 1500 to 1900 ft. I will not call it a dispute. But the State Government feels that the extension is necessary. Our information on the basis of technical studies carried by the Central Power and Research Station at Poona indicates that an extension of the break-water beyond 1500 ft. is not necessary.

SHRI SHANKERRAO SAVANT: So far as the Poona Laboratory is concerned, they have indicated that in order to make it an all-weather harbour, the extension to 1900 ft. is necessary. I would like to know what subsidy or loan the State Government had asked for the second stage and what is the reaction of the Central

Government to the proposal of the State Government.

SHRI H. M. TRIVEDI: The State Government had asked for Rs. 150 lakhs for the construction of a passenger-cum-cargo jetty and for the extension of the break-water. The Planning Commission has maintained that this is a new scheme and cannot therefore, be accepted as a spill-over scheme of the Fourth Plan and that it cannot be financed in the Fifth Plan as a Centrally-sponsored scheme.

SHRI DHAMANKAR: Unless Ratnagiri port is made into an all-weather port, it is not going to help the passengers going from Bombay, specially the labour population. I would like to know from the Minister whether the Central Government will review the position and find out a scheme to make it an all-weather port.

SHRI H. M. TRIVEDI: The consideration of developing any site like Ratnagiri into all-weather port is a matter of a very detailed and extensive investigation: The question of developing it as an all-weather port has not been technically investigated.

SHRI RAJA KULKARNI: Is the work to be carried out by the State Government held up because of the difference of opinion on the issue of extension of break-water?

SHRI H. M. TRIVEDI: The State Government is free to proceed to extend the break-water to 1900 feet if they so want to do so.

Purchase of Ships from Abroad

*131. **SARDAR SWARAN SINGH SOKHI:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether India has become self-sufficient in ship building;

(b) whether the entire marine engines are manufactured indigenously; and

(c) whether Government are still placing orders abroad for the supply of ships?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) and (b). No, Sir.

(c). Yes, Sir.

SARDAR SWARAN SINGH SOKHI: May I know from the Minister which of the parts of the marine engine are being manufactured at the Ranchi plant of the Government and the manufacturing cost, and which are the major parts of the engines being imported for the ships being manufactured, and what are the different ships imported and from which country?

SHRI H. M. TRIVEDI: I can give only general information. These workshops are in the process of constructing marine engines of three types: one is 10500 to 20,000 HP; another series is 1800 to 2200 HP and the third series is 3500 to 12000 HP.

SARDAR SWARAN SINGH SOKHI: I want to know which types of ships are being imported and whether fishing trawlers are being manufactured in the country or not.

SHRI H. M. TRIVEDI: As far as ships are concerned, all types are being imported.

SHRI VENKATASUBBAIAH: What is the percentage of our ship building capacity in this country to meet our export and import requirements and what steps is the Government going to take to assist in a substantial way the ship-building industry so that we at least become self-reliant in the foreseeable future.

SHRI H. M. TRIVEDI: The present capacity in the country in the Indian shipyards is as follows. There are four shipyards, of which Mazgaon and Garden Reach are not primarily shipyards but are engaged on defence

construction. But we have two major shipyards—Hindustan Shipyard at Vizag and the one at Cochin. As far as Cochin is concerned, it will attain a capacity of something like 150,000 dead-weight in another two years. As far as Hindustan Shipyard is concerned, its capacity will be about four vessels of about 22,000 dead-weight.

Indo-U.S. Consultative Board Meeting

*133. SHRI P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any meeting of the Joint Indo-US Consultative Board was held in Washington and/or in Delhi in the year 1975; and

(b) whether Indo-U.S. relations have improved or strengthened by such personal contacts and discussions?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI YESHWANTRAO CHAVAN): (a) Presumably the reference is to the meeting of the Indo-US Joint Commission which was held in Washington on October 6-7, 1975. The Indian side was led by the Foreign Minister, Shri Y. B. Chavan, who is co-Chairman of the Joint Commission. Secretary of State, Dr. Henry Kissinger, who is co-Chairman from the US side, led the US Delegation to the Joint Commission meeting.

Under the Joint Commission, three Sub-Commissions, namely, the Economic and Commercial Sub-Commission, the Science and Technology Sub-Commission and the Education and Culture Sub-Commission were set up to identify areas of cooperation in their respective fields.

At its meeting in Washington, the Joint Commission reviewed and endorsed the areas of cooperation as

identified by the three Sub-Commissions.

(b) The establishment and the meeting of the Joint Commission and of the Sub-Commissions set up thereunder is expected to consolidate and promote economic relations between the two countries. Besides, in the areas of science and technology, education and culture, the establishment and work of the Joint Commission is expected to produce beneficial results.

SHRI P. G. MAVALANKAR: May I know from the hon. Minister whether there was only one meeting of this Joint Commission that was held in the last year or whether there were more than one meeting? In his original answer, he has referred to three Sub-Commissions and has said that the areas of cooperation were being identified and discussed. Would he kindly spell out those areas of cooperation and say whether any progress, subsequently, in the last three months or so, has been achieved in the desired directions?

SHRI YESHWANTRAO CHAVAN: So far as the Joint Commission meetings are concerned, two meetings have taken place: one was held in Delhi when it was established, and about the second, I have made a reference in my reply. The Sub-Commissions met before the Joint Commission meeting: most of the three Sub-Commissions had one meeting each; maybe, one of them had more than one meeting. They have been successful in identifying some of the areas. I can illustrate, though not give all the details. For example in the Economic and Commercial area they have endorsed the plans for wide-ranging programmes to increase trade between the two countries, to stimulate trade promotion in each country through trade missions, trade shows, exhibits and catalogue shows, to establish a Joint Business Council bringing together the

business leaders of both the countries, to actively encourage joint ventures between India and USA in third countries. I can just mention some of the areas. For example, in the case of Science and Technology, they have confirmed the continued interest of both the countries in intensifying cooperation in the following areas, identified earlier by the Sub-Commission, namely, agriculture, energy and natural resources, electronics and communications, health, environment and exchanges of scientists and information. In the field of Education and Culture, the Joint Commission has recommended joint seminars to be held in either country, respectively; the idea of exchange of major cultural exhibitions between the two countries was also approved by the Joint Commission, the programme of scholarships and visitorships to enable professionals from both countries to pursue specialised studies was also endorsed. These are some of the areas.

SHRI P. G. MAVALANKAR: While I am obliged to the hon. Minister for giving illustrations in reply to my first supplementary, may I, in the context of his reply to part (b) of the Question, ask him what exactly has accrued, in his judgment, from the meeting he had with President Ford in the White House last year while he was in the United States and whether his meeting and the hon. Prime Minister's meeting, last week with the influential U.S. Senator, Mr. George McGovern, have further improved the climate for good relations between the two countries, especially in terms of removing certain misunderstandings and strengthening certain areas of co-operation between the two countries, USA and India?

SHRI YESHWANTRAO CHAVAN: These meetings have nothing to do with Joint Commission meetings. The hon. Member is saying the obvious things; meetings between leaders and exchange of views are always useful.

SHRI BHAGWAT JHA AZAD: May I know, in reference to part (b) of the Question, whether the Foreign Minister, the co-Chairman from India, emphasized on the co-Chairman of the USA that diversification of economic relations, as the Minister has laboriously pointed out, is there mostly on paper and that the real thing which is required for improvement of relations between USA and India is change of heart at the White House, and if he did, whether he told Dr. Kissinger that talking of diversification of economic relations with India and supplying lethal weapons to Pakistan will never improve the relations between the two countries, USA and India?

SHRI YESHWANTRAO CHAVAN: I told them what is in the interest of improvement of relations between the USA and India. As to what exactly I told them, I cannot tell him all the things here.

SHRI PRIYA RANJAN DAS MUNSI: The hon. Minister has very clearly stated the areas of cooperation, identified by the Joint Commission, includes, Science and Technology. May I know from the hon. Minister whether, in the second Sub-Commission, i.e. Sub-Commission on Science and Technology, cooperation between the US side and our side would be sought for specific arrangements in the field of electronics development and energy development—in the atomic energy area of India—and if so, whether it will help India in its future interest after seeing the activities of IBM computer machines supplied by the USA?

SHRI YESHWANTRAO CHAVAN: I would not be able to reply to a specific question like this, but I am sure, we will be accepting these themes which will be in the ultimate national interest and Members of the Commissions and the Chairman of the Sub-Commissions certainly are quite aware of our national interest.

25-Year Perspective Plan for Steel Industry

*134. SHRI M. K. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether a 25-year perspective plan for the steel industry is likely to be read in early 1976; and

(b) whether the blue print for the long term expansion and development of the industry is being prepared by the Steel Authority of India Limited?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No. Sir.

(b) Yes, Sir. The Government has asked the Steel Authority of India Limited to prepare a 25-year perspective plan for the development of the steel industry in the country. Detailed studies have already been undertaken on the principal requirements on the basis of which a perspective plan for the steel industry for the next 25 years could be prepared. Any perspective plan for steel industry would necessarily have to be drawn up taking note of possible overall rates of growth, requirements of steel and availability of resources.

SHRI M. K. KRISHNAN: Considering the fact that a big country like ours with a tremendous backlog of under-development and unemployment has no other alternative but to accelerate the rate of growth in this vital sector, I would like to know whether Government would ask the SAIL to prepare the blueprint early this year itself.

THE MINISTER OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): Sir, the Government is fully taking into consideration the requirements of the country. As the hon. Member knows, the steel which we are producing today is able to meet

our requirements, rather we are planning to export considerable amount of steel this year, and we have got firm orders for about 13 lakh tonnes of steel. With the completion of Bokaro and expansion of Bhilai plants, we will be able to meet our requirements in the coming years. I have decided that the SAIL must make a study of the requirements of steel for this country by the end of the century, what will be the requirement of steel, how much infrastructure will be required, what will be the money investment etc. A long-term study is, therefore, being made with a view that we should be able to meet our requirements and expand this basic steel industry according to our requirements.

SHRI M. K. KRISHNAN: I would like to know, whether the Government consider it necessary to have a nationwide discussion not only on the targets to be suggested but also on measures proposed to achieve those.

SHRI CHANDRAJIT YADAV: A national debate is always welcome. Anyhow, this is a matter where experts should make a study and they have been asked to do it.

श्री मूलचन्द डागा : एक तरफ तो आप देश की स्टील के मामले में आत्म निर्भर बनाना चाहते हैं, लेकिन दूसरी तरफ आप 11-12 हजार टन स्टीनलेस स्टील इम्पोर्ट कर रहे हैं—ये दो बातें क्यों ? जब आज भी दुर्गापुर में इतना स्टील मौजूद है कि कई कारखाने बन्द हो रहे हैं, तो फिर आप को स्टील इम्पोर्ट करने की आवश्यकता क्यों हुई ? आप कहते हैं कि स्टीनलेस स्टील इम्पोर्ट करना जरूरी है, लेकिन मैं यह कहना चाहता हूँ कि यह सारा बर्तन वगैरह बनाने के काम में चला जाता है, इंस्ट्रुमेंट्स के लिये नहीं मिलता है ?

श्री चन्द्रजीत यादव : अध्यक्ष जी, यह बात सही है कि हम कुछ इस्पात आयात भी

करते हैं। जो दुनिया के बहुत ज्यादा विकसित देश हैं, जो बहुत ज्यादा इस्पात तैयार करते हैं—उन को भी कुछ तरह का इस्पात आयात करना पड़ता है, ऐसा कोई देश नहीं है जो हर तरह का इस्पात अपने यहां बनाता हो। हमारी निरन्तर यह कोशिश रही है कि जितना भी आयात को कम कर सकें, उतना अच्छा है। जहाँ तक स्टील का सवाल है हमारी कोशिश यह है कि जो हमारे स्टील मिलों के कारखाने हैं, वे अपना उत्पादन बढ़ाएँ, छोटे-छोटे कारखानों को हम इस बात के लिये प्रोत्साहित कर रहे हैं कि वे अपने ही देश में नई स्टील बनाएँ। लेकिन जब तक डागाजी जैसे लोग स्टील के बर्बाद इस्तेमाल कर रहे हैं हमें उन के लिये बर्तन भी बनाने पड़ेंगे।

श्री मूल चन्द डागा इम्पोर्ट होता है ईस्टर्ननेट्स का नाम पर लेकिन काम आता है बर्तन बनाने के लिये।

DR. H. P. SHARMA A prospective plan for 25 years is supposed to take into account all the factors. One of our major assets is iron ore. While preparing the 25 year plan, have you taken that fact into consideration and do you think that we should increasingly continue to export iron ore or should we conserve it? What is the Government's thinking in the matter?

SHRI CHANDRAJIT YADAV Luckily India is one of those countries which have large deposits of iron ore. It is a fact that to-day we are exporting iron ore because we think that iron ore is one of the important items that we should export. But we are also thinking how we can earn more foreign exchange. Therefore, this is under very active consideration of the government that instead of exporting iron ore we may like to export pellets and also finished steel as much as possible. But to-day's situation is that we are exporting iron ore because that is necessary in the interests of the country.

DR. H. P. SHARMA: What the Minister says can have contradictory implications in the years to come.

श्री डी० ए० तिवारी: सरकार की यह नीति है कि अधिक से अधिक इस्पात का एक्सपोर्ट किया जाय और इम्पोर्ट को कम किया जाय। क्या सरकार ने इस बात की ओर ध्यान दिया है कि हम अपनी प्रोडक्शन को इस तरह से डाइवर्सिफाई करें कि हम उन चीजों को बनायें जो हमारे यहां रीफ़िनिंग क्वांटिटी में नहीं बनती है ताकि उन का इम्पोर्ट बन्द किया जा सके? अथवा एक्सपोर्ट करते वक़्त क्या इस बात का भी ध्यान रखा जायगा कि एक्सपोर्ट इतना ज्यादा न हो जाय कि आन्तरिक मार्केट में उस की कमी हो जाय और दाम ब्लैक मार्केट में चला जाय?

श्री चन्द्रजीत यादव: माननीय सदस्य जब आयरन की बात कर रहे हैं तो मैं समझता हूँ कि उन के दिमाग में इस्पात की बात है। हम बराबर इस बात की कोशिश कर रहे हैं कि हमारे देश की आवश्यकता के अनुसार जिस प्रकार का इस्पात हमें चाहिए उसको हम अपने ही देश में बनायें। आप ने मेरे पहले उत्तर में देखा होगा कि 9 लाख टन जो इस्पात हम बहर से मगाने थे उस में 80 प्रतिशत फ़ाईन स्टील होता था, लेकिन अब बोतारो और रूस के उत्पादन के बाद हम दो साल में अपने पैग पर खड़े हो जायेंगे और जो हमारे एक्सपोर्ट का बहुत बड़ा हिस्सा होता था, उस को नहीं मगाना पड़ेगा। जब हम अपनी योजना बनाते हैं तो इस बात का ध्यान रखते हैं कि हमें जितना एक्सपोर्ट करना है, तितनी हमारी आन्तरिक आवश्यकता है। जहाँ तक ब्लैक का सवाल है, माननीय सदस्य को यह जान कर खुशी होगी कि इस वक़्त इस्पात पर कोई ब्लैक नहीं है।

MR. SPEAKER: Shri Shyam Sunder Mohapatra—not here. Shri Hari Singh.

विदेशों में भारतीय दूतावासों के लिए भवनों का निर्माण

* 136. श्री हरी सिंह : क्या विदेश मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार का विचार उन देशों में, जहाँ भारतीय दूतावासों के अपने भवन नहीं हैं, अपने भवन बनाने का है; और

(ख) यदि हाँ तो कब तक ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI YESHWANTRAO CHAVAN): (a) Yes, Sir. It is the policy of the Government of India to acquire their own property wherever possible.

(b) Acquisition/construction of property for our Missions abroad is carried on in a phased manner depending upon availability of funds and suitable properties.

श्री हरी सिंह : श्री मंत्री जी ने बताया कि सरकार की यह नीति है कि जहाँ पर उन के दूतावास नहीं हैं, वहाँ पर दूतावास बनाये जाय। मैं जानना चाहता हूँ कि दूतावास बनाने के लिये सरकार ने किन किन देशों में जमीन प्राप्त करने के लिये कार्यवाही की है और उस के जवाब में उन को क्या उत्तर मिला है ? अभी जैसा उन्होंने कहा है कि फण्ड्स मिलने पर फेजेज में काम होगा—मैं जानना चाहता हूँ कि विदेशों में दूतावास बनाने के लिये किन-किन देशों में भवन निर्माण का काम किस स्टेज पर चल रहा है और अब तक उन के पास इस काम के लिये कितना फण्ड प्रवेलेबिल है ?

SHRI YESHWANTRAO CHAVAN: I can tell you. For example, decisions have been taken to acquire property

for the Chancery and officers' flats in Malagasay, Tanzania and Mozambique. These are the recent decisions. The problem is one of availability of funds in foreign exchange to purchase the properties. There was practically no firm provision as such. From 1972 onwards we are making about Rs. 50 lakhs worth of foreign exchange available for this very particular purpose.

श्री हरी सिंह : मैं जानना चाहता हूँ कि जिन देशों में हमारे दूत के दूतावास नहीं हैं वहाँ किराये पर आप ने भवन लिये होंगे। तो उन भवनों का निवृत्त किया जा रहा है सरकार को लगता है कि अब से कम तथा अब से अधिक किया जा रहा है देश में है, या अन्य देश में जा रहा है ?

श्री यशवन्तराव चव्हाण : इस के बारे में हमारे में लगाने वाले कर्मियों को यह इन्फार्मेशन नहीं है।

SHRIMATI MAYA RAY: Could the hon. Minister tell us whether the External Affairs Ministry has made a review of the amount that has been paid by way of rented accommodation in the various missions abroad? I do not know whether the hon. Minister would require notice for this.

SHRI YESHWANTRAO CHAVAN: I give you my general impressions and, therefore, I would not require any notice.

We are paying rents, very heavy rents, and because of the inflationary tendencies rents are also increasing and, therefore, we have been required to pay more rents. But may I point out that even where we own properties, the cost of maintenance is also increasing. So, both the things are very difficult. But it is always better to have a sense of owning property.

Non-Formation of Apex Bodies in some States

*139. SHRI M. KATHAMUTHU: Will the Minister of LABOUR be pleased to state:

(a) whether in some of the Union Territories and States, Apex bodies have not been formed;

(b) if so, the reasons therefor; and

(c) the steps being taken in the matter?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) and (b). A statement showing the names of States/Union Territories which have not formed such Apex Bodies together with reasons for not constituting the same is laid on the Table of the House.

(c) The National Apex Bodies in its 6th meeting held on 10th January, 1976 has requested the concerned Labour Ministers to constitute Apex Bodies in their States as early as possible.

STATEMENT

States/Union Territories	Reasons for not setting up Apex Body
1. Delhi	} Still under consideration of the Government.
2. Gujarat	
3. Tamil Nadu	} Did not feel the need for setting up such Bipartite Body as the existing Labour Advisory Board/Tripartite Body was serving the purpose. However, on the instance of National Apex Body they have agreed to reconsider the question of setting up such Bipartite Body in their States/Union Territories.
4. Goa, Daman & Diu	
5. Jammu & Kashmir	
6. Madhya Pradesh	
7. Nagaland	
8. Orissa	
9. Mizoram	
10. Chandigarh	
11. Manipur	
12. Meghalaya	
13. Sikkim	} No reply received as yet.
14. Arunachal Pradesh	
15. Andaman & Nicobar Islands	
16. Lakshdweep	
17. Dadra Nagar Haveli	

SHRI M. KATHAMUTHU: The hon. Minister has said that in the meeting of the National Apex Body, the Labour Ministers were requested to constitute the body as early as possible. But in the statement it is stated

that Delhi and Tamil Nadu do not feel the need of setting up an Apex Body as existing Labour Advisory Board is sufficient to serve the purpose. I would like to know from the hon. Minister whether in the Apex Body

Meeting any time bound programme was finalised for setting up of this body.

SHRI RAGHUNATHA REDDY: From the statement it is clear that Delhi and Gujarat are still considering and now I am told Delhi is finalising its proposals. As far as Tamil Nadu is concerned, the concerned Minister told us that he would also now take up the question of constituting an Apex Body.

SHRI M. KATHAMUTHU: I can understand the case of Tamil Nadu. But Central Government is there in Delhi. The hon. Minister states, they are finalising. I want to have a categorical reply from the hon. Minister why they are delaying to constitute such a body.

SHRI RAGHUNATHA REDDY: Apex Body cannot be straightway constituted by the Government. It is mostly at the national level. Apex Body is a bi-partite body consisting of the representatives of the national trading organisations and also the representatives of the employers' organisations. Therefore, after consultations with the concerned parties any State Government or any Union Territory authorities will have to proceed. Probably, in connection with that some delay is taking place.

SHRI S. M. BANERJEE: In the last Apex Body meeting the Prime Minister expressed concern over the large scale violation of the recommendations of the Apex Body by some of the employers and a Committee was to be formed. I would like to know from the hon. Minister what action has been taken in this regard. I want to know whether a Committee has been formed to take penal action against the defaulting units which have violated the agreement or recommendation of the Apex Body.

SHRI RAGHUNATHA REDDY: The Apex body itself, being a bipartite body, has proposed to constitute its

own small sub-committee to go into the question of closure and other connected problems of various undertakings which they wanted to study. This is one aspect of the action which bipartite body itself, that is, the national Apex body, proposed to take in this regard. And we have also, on behalf of the Government, impressed on the State Labour Ministers and other concerned authorities the need to look into this problem and to take such action as would be called for.

SHRI RAJA KULKARNI: The Maharashtra Government has appointed an Apex body. May we know, in how many cases the retrenchments and lay-offs have been either prevented or resolved? Is it a fact that more cases of lay-offs have come up during the last two months?

SHRI RAGHUNATHA REDDY: I don't have the information here with me. If he wants, I will be able to give it to him later.

श्री नरसिंह तारायण पांडे मैं मंत्री जी से जानना चाहता हूँ कि चूंकि इस एपेक्स बॉडी की सिफारिशों को लागू नहीं किया जा रहा है तो क्या सरकार विचार कर रही है कि जहाँ पर क्लोजर, ले आफ़ लाक याउट हो रहा है, या आनर्स किसी तरह से सरकार को समर्थन नहीं दे रहे हैं और एपेक्स बॉडी की सिफारिशों को लागू नहीं कर रहे हैं उन के लिये कोई ऐसा बिल लाया जाय जिस से इन चीजों को रोका जा सके ?

SHRI RAGHUNATHA REDDY: I have already stated that Government is contemplating a legislative process for this purpose.

SHRI PRIYA RANJAN DAS MUNSI: In the statement it is said that the National Apex Body attaches great importance to the participation of labour in Management. I am prepared to concede that the Minister cannot answer the general question—

straightway. But I would like to refer in particular to the question of the Union Territory of Delhi which the Minister can easily answer. I would like to know whether, in view of the 20-point programme and the commitment of the National Apex Body, in DCM and other big units in Delhi, in actual terms, the participation of labour and working class is taking place in management. If it is not so what is the action which the Government proposes to take.

SHRI RAGHUNATHA REDDY: The scheme which has been proposed by the Government for the purpose of participation of the working class in industrial undertakings is at the industrial level and at each industrial level it is only at shop floor and plant levels. That is to say, they have joint council at the plant level and the shop council at the shop floor level. The scheme does not contemplate the working class representatives to be taken at the management level, at the level of Board of Directors. At that level it is not contemplated. And, as far as the particular question, where he refers to DCM and others, is concerned. I do not have the information. He may put a separate question. It is a matter to be dealt with by the Delhi Administration.

SHRI TRIDIB CHAUDHURI: The National Apex Bodies were formed after the promulgation of emergency. It was expected that some urgency should be there about the implementation of the decisions of the Apex Body. If the recommendations of the Apex Bodies remained only advisory, what is the particular use of multiplying these bodies, in spite of the fact that we have an emergency.

SHRI RAGHUNATHA REDDY: It is not merely a question of bipartite body constituted for the purpose of advising the Government. These apex bodies at the national level have been formed by including the representative of the working class and

employers, so that, the bipartite bodies, by way of taking decisions on certain matters, may be able to influence the working class on one side and the employers on the other side, to implement these decisions. It is not as if no decision has been taken because quite a number of decisions have been implemented by the representatives of the working class as well as the employers. Some of the problems have been solved. It is true, that there are still some problems which are facing a difficult situation and in certain cases the advice given by the Apex Body was not fully implemented.

I do not want the House or the hon. Member to have the impression that the apex body decision is not implemented. In certain cases the decisions are implemented and in certain cases, there are certain knotty problems.

WRITTEN ANSWERS TO

QUESTIONS

रेलवे की बड़ी हुई आय को बनाए रखने के उपाय

* 101. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में आपात स्थिति की घोषणा के बाद से रेलवे की आय में वृद्धि हुई है ;

(ख) रेलवे राजस्व में वृद्धि किन-किन स्रोतों से हुई है ; और

(ग) सरकार ने आय में वृद्धि को बनाये रखने तथा इसे और आगे बढ़ाने के लिये क्या कार्यवाही की है ?

रेल मंत्रालय में राज्य मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). एक विवरण सभा पटल पर रख दिया गया है।

(ग) आपात स्थिति घोषित किये जाने के बाद रेलों पर टिकट जांच अभियान तेज कर दिये गये हैं। इन अभियानों के फलस्वरूप 1-7-75 से 30-11-75 की अवधि के दौरान 10,67,786 व्यक्ति बिना टिकट यात्रा करते हुए अथवा गलत टिकटों के साथ पकड़े गये और उनसे 1,42,49,307 रु० की रेलवे को देय राशि वसूल की गयी जबकि गत वर्ष इसी अवधि के दौरान ऐसे 7,48,298 व्यक्ति पकड़े गये थे जिनसे 1,02,03,076, रु० की रेलवे को देय राशि वसूल की गयी थी। जांच कार्य तेजी के साथ जारी है।

स्वस्थ औद्योगिक सम्बन्धों और अनुशासन की भावना में वृद्धि के कारण रेले चौतरफा पश्चिमत कार्यकुशलता प्राप्त करने में समर्थ रही है। माल के लदान पर कड़ी निगाह रखी जा रही है जिसमें उत्तरोत्तर वृद्धि हुई है। कोटा, प्रविक्खों आदि के रुम में यातायात के संचलन पर पाबन्दियों को हटा दिया गया है। अन्तर्-गरीब सुपर माल गाडियों का संचलन तेज कर दिया गया है ताकि माल को तेजी से भेजा जा सके। और माल डिब्बों की बेहतर उन्नयन सुनिश्चन की जा सके। रेल द्वारा भेजे जाने के लिए और अधिक यातायात आकर्षित करने के उद्देश्य से रेलों की विपणन और निरूपण सम्बन्धी कर्मचारियों का तेज कर दिया गया है। ऊँची दर वाले कुछ पुरानों को संचलन के लिए ऊँची राशिमिता प्रदान की गयी है। इन प्राथमिकता वाली

पुरानों के लदान पर विशेष निगाह रखी जाती है।

विवरण

आपात स्थिति घोषित होने से पूर्व के 3 महीनों की अवधि की तुलना में आपातस्थिति घोषित होने के बाद के तीन महीनों में हुई घासबनी

(रुपये/करोड़)

अप्रैल, 1975 में जुलाई, 1975 जुलाई, 1974
जून, 1975 से सितम्बर, 1975 से सितंबर,
तक की अवधि तक की अवधि 1974 की
(आपात घोषणा (आपात घो- अवधि
से पूर्व (घोषणा के बाद) (गत वर्ष)

यात्री 133.28	113.85	95.88
अन्य 17.60	20.79	19.65
कोचिंग		
माल 270.48	277.44	216.33
विविध 9.94	11.82	8.71
कुल 431.30	423.90	340.57

Workers' Participation in Industry

*102. SHRI M. KALYANASUNDARAM: Will the Minister of RAILWAYS be pleased to state the steps taken by his Ministry to implement the scheme for workers' participation in Industry at Shop Floor and plant level?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): In accordance with Government Resolution issued on 30th October 1975 by the Ministry of Labour instructions have been issued to the General Managers of three Production Units viz., Chittaranjan Locomotive Works, Diesel Locomotive Works and Integral Coach Factory to set up an appropriate number of Shop Councils and a Joint

Council for the Production Unit as a whole, consisting of equal number of representatives nominated by the Staff Council functioning in each Production Unit and those nominated by the Administrations so as to deal with the various matters specified in the said Resolution.

Debts of Railway to General Revenue

*103. SHRI DHAMANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the accumulation of the debts of the Railway to the general revenue for the past three years; and

(b) what economy measures compatible with operational efficiency and increased productivity are being taken to bridge the gap of indebtedness?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) During the past three years, the loans taken for Railway Revenue Reserve fund for dividend equalisation and for works which are to be met from the Development Fund which is to bear expenditure on staff amenities, passenger amenities and other un-remunerative operational works aggregated to Rs. 343.07 crores. During these three years, a sum of Rs. 69.53 crores was repaid to General Revenues leaving a net accumulation as loan on these two accounts of Rs. 273.54 crores during the three year period.

(b) The Railways have been taking numerous steps to curb their working expenses. Some of the economy measures being taken to increase operational efficiency and increased productivity are planned introduction of diesel and electric traction, doubling of track on routes with high density of traffic, introduction of high capacity wagons to carry bulk commodities like coal, iron ore, manganese ore and lime

stone etc., fitment of Centre-buffer-couplers on wagons to permit running of heavier trains, mechanisation and expansion of important yards to maximise through-put, conversion of metre gauge into Broad-gauge to do away with the inherent disadvantage in multiplicity of gauges, substitution of imported items by indigenous items, computerisation of wagon movement to secure better utilisation of wagons, control over trip ration, strict watch on productive utilisation of ballast trains and reduction of coal consumption by reducing engine lighting and waiting time and avoiding detention to trains enroute, short of terminals and in marshalling yards etc.

Dowry cases

*104. SARDAR SWARAN SINGH SOKHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of dowry cases reported in different States in the country during 1975; and

(b) whether Government propose any further steps to streamline effective implementation of the law in all the States in the country?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) and (b) The information is being collected from the State Governments/Union territory administrations and will be laid on the Table of the House.

Creation of New Railway Division at Rourkela

*105. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a re-organisation of Railway Divisions due to unwieldiness of the Divisions; and

(b) whether there is a proposal to create a Railway Division at Rourkela?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) There is no specific proposal as such under consideration at present for re-organisation of existing Railway Divisions. The possibility of creation of a division at Mughalsarai is, however, being examined.

(b) No, Sir.

Liquidation of Companies

***106. SHRI SHANKERRAO SAVANT:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of companies which have gone into liquidation during 1972-73, 1973-74 and 1974-75;

(b) the value of their assets and extent of the debts in each case; and

(c) what attempts have been made to see that the declaration of liquidation is not fraudulent?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Information collected for fulfilling assurance in respect of Lok Sabha unstarred Question No. 5438 dated 8th April 1975 tabled by the Hon'ble Member is being processed and will be laid on the Table of the House as quickly as possible.

(b) This information is not readily available

(c) The winding up proceedings are commenced by passing of resolution by Members and or creditors and or by order passed by the High Court. The Government has no control over the taking of companies into liquidation as such. However section 488 of the Companies Act, 1956 lays down safeguards against filing of wrong declaration in the case of members voluntary winding up.

New Equipments designed by R.D.S.O.

***107. SHRI SATPAL KAPUR:** Will the Minister of RAILWAYS be pleased to state:

(a) the new equipments recently designed by the Research Designs and Standards Organisation of the Railways;

(b) whether it is proposed to have a super-speed train in the near future; and

(c) whether there is also a proposal to increase the speed of certain trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The new equipments recently designed by Research Designs and Standards Organisation, so far as locomotives and coaches are concerned are as under:—

- (i) A 1400 Horse Power (WDS-6) Diesel Broad Gauge Locomotive for shunting in steel plants yards.
- (ii) A 700 Horse Power ZDM3/ZDM4 Narrow Gauge Diesel locomotive.
- (iii) WCAM-1 AC/DC electric locomotive.
- (iv) 48-berth airconditioned sleeper for operation on end-on-generation system.
- (v) Self-generating composite air-conditioned coaches with 10 first class airconditioned berths and 34 chair-car seats.
- (vi) Broad Gauge Second Class coach with 90 seats.
- (vii) Broad Gauge First Class coach with 26 berths.

(b) No.

(c) While there is no proposal presently to increase the existing maximum permissible speeds of trains, the

running time of trains is reviewed from time to time with a view to speed up the transit between two terminals and thus reduce the transit time by curtailing the duration of halts wherever possible, by reducing or eliminating speed restrictions as and when engineering works are completed, by planning for improved terminal capacities to avoid detentions short of terminals for admission of trains by improvement in signalling etc. etc.

दिल्ली के चारों ओर विद्युत्चालित रेल गाड़ियां चलाना

* 108. श्री हरी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार दिल्ली नगर से 60 मील की दूरी तक नई विद्युत्चालित रेलगाड़ियां चलाने की योजना पर विचार कर रही है ; और

(ख) यदि हा, तो इस योजना को कब तक अन्तिम रूप दिया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री मुहम्मद हाकी कुरैशी) : (क) जो हां, लेकिन केवल टुण्डला-दिल्ली लाइन पर ।

(ख) टुण्डला-दिल्ली-नयी दिल्ली मार्ग पर विजलीकरण हो रहा है। टुण्डला से खर्जा तक का खर्च यातायात के लिए खोल दिया गया है। माल और यात्री गाड़ियों के लिए दिल्ली/नयी दिल्ली तक मुख्य मार्ग के लिए विजली कर्षण विभिन्न चरणों में दिसम्बर, 1976 तक पूरा हो जाने की आशा है ।

दिल्ली के चारों ओर विद्युत् चालित अंतुपनगरीय गाड़ियां चलाने के प्रश्न के बारे में एक सर्वेक्षण दल द्वारा अध्ययन किया जा रहा है ।

Export of Petrol

* 109. SHRI D. K. PANDA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have decided to export petrol from next year;

(b) what is the present requirement of petrol in India; and

(c) what was the total production in 1974, 1975 and target for 1976?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI (ZIAUR RAHMAN ANSARI): No, Sir.

(b) Sales in 1974 were approximately 12.69 lakh tonnes. From January to November this year (1975) sales of motor spirit have been about 11.47 lakh tonnes. Overall sales in 1975 are expected to be around the same level as in 1974.

(c) Total production of motor spirit in 1974 was 12.9 lakh MTs and in 1975 it is expected to be about 12.4 lakh MTs. In 1976 production and sales of gasoline are expected to be around 13.5 lakh tonnes.

New Railway Lines constructed in 1975

* 110 SHRI VIRBHADRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the targets of construction of new rail lines for the year 1975 have been fully achieved;

(b) if not, what is the shortfall; and

(c) the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Targets for construction of new railway lines are decided each year taking into account

the availability of funds during that year. The targets as decided for the current year (1975) within the allotment approved by the Planning Commission are likely to be fully achieved.

(b) Nil.

(c) Does not arise.

Suspension of Oil Exploration in Kashmir

*111. SHRI R. S. PANDEY: Will the Minister of PETROLEUM be pleased to state:

(a) whether oil exploration in Kashmir has been given up after incurring expenditure of Rs. 5 crores; and

(b) if so, the reasons therefor

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

Agreement with Rumania for Oil Exploration in Libya

*112. SHRI JAGANNATH MISHRA: Will the Minister of PETROLEUM be pleased to state:

(a) whether any agreement or understanding has been reached with Rumania for conducting oil exploration in Libya; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

Rethinking over the Role of M.R.T.P. Commission

*113. SHRI HARI KISHORE SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there has been a rethinking over the scope and role of Monopolies and Restrictive Trade Practices Commission; and

(b) if so, the facts thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No, Sir

(b) Does not arise.

Commercial Exploitation of Oil drilled in Bombay High

*114. SHRI RAJDEO SINGH: Will the Minister of PETROLEUM be pleased to state:

(a) whether the crude from the oil wells drilled in Bombay High has been tested and found to be worth commercial exploitation; and

(b) if so, how many wells have been successfully drilled and crude found and when the Bombay High crude is expected to flow to refineries?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Yes, Sir.

(b) 12 wells have been drilled in Bombay High so far. All but one have shown the presence of oil. Commercial production is expected to commence by the end of the current financial year.

किराए में वृद्धि के परिणामस्वरूप प्रथम श्रेणी की तथा वातानुकूलित बर्थों का खाबी रहना

*115 श्री मूल चण्ड डागा : क्या रेल मंत्री यह बताने को कृपा करेंगे कि क्या पिछले बजट में किराये में वृद्धि कर दिये जाने के परिणामस्वरूप प्रथम श्रेणी के तथा वातानुकूलित बर्थें खाली रहती हैं जिससे रेलवे को हानि हुई है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) : पिछले बजट में रेलवे के यात्री किराये में कोई वृद्धि नहीं की गयी थी ।

Production Target of Fertilizer Plants

*116. SHRI RAJA KULKARNI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state the difficulties experienced by his Ministry in fixing the outlay of fertilizer plant capacities and in deciding their production targets and programmes?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P C SETHI): In view of its importance to the growth of agriculture and the national economy, investments in fertilizer plants are being accorded high priority in the national plan and in the allocation of resources. The installed capacity of 22 lakh tonnes of nitrogen at the commencement of 1975-76 is proposed to be raised to 49 lakh tonnes by the year 1978-79. The objective of Government is to aim towards self-sufficiency in fertilizers

With regard to the improvement in production and achievement of targets, every effort is being made to improve the utilisation of capacity and to increase production from existing plants. In the current year, it is expected that 15 lakh tonnes of nitrogen will be produced as against 11.85 lakh tonnes of the previous year, thus achieving a 30 per cent growth rate.

The capacity utilisation will also improve from an average of 58 per cent to an average of 68 per cent.

Legal Aid to Poor in Union Territories

*117. SHRI ISHAQUE SAMBHALI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any decision has been taken and details worked out to give legal aid to poor people in Delhi and other Union Territories; and

(b) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No, Sir.

(b) Does not arise.

विभिन्न क्षेत्रीय रेलों में यात्रियों के समान की चोरी

*118 श्री शंकर दयाल सिंह क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत छह महीनों के दौरान विभिन्न क्षेत्रीय रेलों में यात्रियों के समान की चोरी की कितनी घटनाएँ हुई हैं ;

(ख) इन चोरियों में अब तक कितने अपराधी पकड़े गए ; और

(ग) इन चोरियों को समाप्त करने के लिये रेलवे ने क्या कदम उठाये हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

(ग) (I) रात के समय चलने वाली महत्वपूर्ण और प्रभावित सवारी गाड़ियों के साथ सरकारी रेलवे पुलिस के सशस्त्र रक्षक चलते हैं ।

- (ii) प्लेटफार्मों और अन्य भेदव क्षेत्रों में सरकारी रेलवे पुलिस की गश्त और बढ़ा दी गयी है।
- (iii) संविघ्न व्यक्तियों की गति-विधियों पर नगद रखने के लिए सरकारी रेलवे पुलिस के कर्मचारी सादो पोशाक में तैनात किये जाते हैं।
- (iv) सरकारी रेलवे पुलिस बदमाशों के बारे में आसूचना एकत्र करने की व्यवस्था करती है।
- (v) सरकारी रेलवे पुलिस के पैय-बेक्षक अधिकारियों द्वारा अक्सर अमानक छापे मारे जाते हैं।

Proposal to expand Election Commission

*119. SHRI P. G. MAVALANKAR. Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government propose to expand the present one-member Election Commission; and

(b) If so, how and when?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No, Sir.

(b) Does not arise.

Lowering of Voting Age

*120 DR RANEN SEN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state whether Government have taken a final decision about granting voting right at the age of 18?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): No, Sir.

Decisions taken at AITUC Meeting

*122. SHRI M. KALYANASUNDRAM. Will the Minister of LABOUR be pleased to state:

(a) whether Government have received and considered the decisions taken by the General Council of All India Trade Union Congress at its meeting held from 8th to 10th November, 1975; and

(b) if so the main points thereof?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) and (b). A copy each of the Resolutions passed by the General Council of All India Trade Union Congress, concerning the Ministry of Labour, is placed on the Table of the House. [Placed in Library. See No. LT-10113/76.]

National Apex Body

*125. SHRI S. A. MURUGANANTHAM. Will the Minister of LABOUR be pleased to state:

(a) the number of meetings of National Apex Body held so far;

(b) main decisions taken;

(c) whether the decisions were implemented by the employers; and

(d) the steps proposed to get these decisions implemented?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) Six meetings of the National Apex Body have been held so far.

(b) *Setting up of National Industrial Committees* "The National Apex Body is of the view that National Industrial Committee should be set up for each major industry without delay and these committees should look into all problems including lay-off, retrenchment, closures or go-slow, gherao or strikes and advise the units appropriately."

II. Lay-off, retrenchment, closure, lock-out, strikes, gherao, go-slow, work to rule etc.

"The National Apex Body urges that there shall not be any unilateral lay-off in any unit or industry and that any proposal for lay-off should first be discussed at the plan level bipartite meetings and if there is agreement at that level, lay-off may be introduced subject to the terms of such agreement. If, however, there is no agreement at the plant level bilateral discussions the matter shall be taken up either by the State or by the national committee for the industry within a specified time limit."

III. Absenteeism

"It was agreed that absenteeism should be discouraged and trade unions offered their good offices to see that absenteeism is reduced to the minimum."

IV. Seven Day Working

"Regarding the Seven day working this Body accepts the proposals in principle as it would increase production and employment opportunities particularly when it is to be introduced in agreement with workers/union(s)."

The National Apex Body also laid down guidelines for Seven day working.

V. State Apex Body

"The National Apex Body is unanimously of the opinion that State Apex Body is necessary in order to deal with the new situation, which has arisen after the declaration of emergency. The NAB is convinced that State Level Apex Body should, therefore, be set up on the pattern of the National Apex Body in all the States. This will be necessary to deal with industrial relations and other connected problems promptly. The NAB, therefore, appeals to the State Governments to take steps for immediately setting up State Level Apex Body. The NAB further desired that the representatives of the State Level

Body shall be nominated by respective recognised organisations.

VI. Workers' Participation in Management.

"The National Apex Body notes that one of the 20-point programme announced by the Prime Minister relates to 'Schemes for workers' participation in the industries particularly at the shop floor level and production programmes'. The National Apex Body attaches great importance to participation of labour in management."

(c) and (d). The NAB at its 6th meeting held on 10-1-76 reviewed the problem of lay-off, retrenchment, closure, lock-out, strikes, gherao, go-slow, work to rule etc. The Committee felt that the progress was not wholly satisfactory in certain areas. NAB therefore decided to set up a compact bipartite committee consisting of 3 representatives from each side to go into the cases of lay-off retrenchment and closure and to recommend appropriate action where it is convinced after proper enquiry that such lay-off, closure is not bonafide.

Steel Consumption

*126. SHRI P. NARASIMHA REDDY: Will the Minister of STEEL AND MINES be pleased to state-

(a) whether there has been a fall in steel consumption in the country this year compared to previous three years;

(b) if so, the reasons therefor; and

(c) the steps taken to reduce accumulated stocks of steel with steel plants?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) There is a marginal fall in steel consumption in this year.

(b) (i) Fall in constructional activities.

(ii) Reduced off-take by Government projects and those private industries feeding the projects.

(c) (i) Exports efforts were stepped up during the year and substantial orders have been booked for export of steel. About 2.60 lakh tonnes of steel valued at Rupees 45.71 crores have already been shipped till 31-12-1975.

(ii) Government have lifted ban on constructional activities.

(iii) End use restrictions placed on steel have now been removed.

Purchase of Spare Parts for Bombay Telephones

*129. SHRIMATI ROZA DESHPANDE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether spare parts required for the telephone maintenance in Bombay such as relay coils and magnet coils are not manufactured by Indian Telephone Industries;

(b) if so, whether these spare parts were purchased by the Bombay Telephones from local market which were sub-standard; and

(c) the amount spent by P & T Department for purchasing spare parts in the years 1973 and 1974 for Bombay Telephones?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Most of the spare parts including relay coils and magnet coils required for the maintenance of automatic telephone exchanges are normally manufactured by Indian Telephone Industries. Some spare parts are provided by I.T.I. from other manufacturers after rigid testing. Occasionally local telephone authorities also purchase some spares from the market depending on the urgency of the situation and the supply position.

(b) Magnet coils and relay coils were not purchased by Bombay Telephones from the local market. However, repairs to damaged magnet coils were got done locally. They now have full inhouse capability to wind these coils and repairs from outside market are not being done any longer. Spare parts purchased by Bombay Telephones from the local market are generally non-critical items and the purchase is done after subjecting the samples to test and inspection of the bulk supplies.

(c) The year-wise expenditure on spare parts incurred by Bombay Telephones is as follows:

	ITI Supplies	Local purchase
	Rs. lacs	Rs. lacs
1973-74	26.43	0.93
1974-75	20.18	1.66

Cut on Bonus by Companies

*130. SHRI M. RAM GOPAL REDDY: Will the Minister of LABOUR be pleased to state.

(a) whether Government are aware that most of the companies and business concerns have imposed heavy cut on the payment of bonus to their workers despite earning huge profits; and

(b) if so, the action taken by Government to check such misuse of powers?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) and (b). Government have no information. Bonus is payable in terms of the Payment of Bonus Act, 1965 and if any employer pays less than what is due under the Act, he can be proceeded against under the law.

Workers' Participation in Industry***132 DR. RANEN SEN****SHRI BHOGENDRA JHA:**

Will the Minister of LABOUR be pleased to state

(a) whether the scheme for workers' participation in industry at Shop Floor and Plant level have been implemented in Public Sector Undertakings, and

(b) if so, the names of the undertakings?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY) (a) and (b) According to information readily available in the Ministry of Labour, the following Central Government Public Sector Undertakings have either implemented the scheme or initiated steps to set up plant level and shop floor level councils

- (i) Hindustan Shipyard Limited, Vishakhapatnam
- (ii) Mazagon Dock Limited, Bombay
- (iii) India Government Mint, Alipore Calcutta
- (iv) Damodar Valley Corporation Alipore Calcutta
- (v) Durgapur Steel Plant, Durgapur
- (vi) Bokaro Steel Plant, Bokaro Steel City
- (vii) Bharat Ophthalmic Glass Limited, Durgapur
- (viii) Alloy Steel Plant Durgapur
- (ix) Indian Telephone Industries Ltd Bangalore
- (x) Bharat Heavy Electricals Ltd, Bhopal
- (xi) Heavy Engineering Corporation, Ranchi
- (xii) Electronics Corporation of India, Hyderabad

(xiii) Bharat Heavy Plates & Vessels Ltd, Vishakhapatnam.

(xiv) Hindustan Cables. Ltd., Rupa-rainpur.

(xv) Bharat Dynamics Limited, Hyderabad

(xvi) Indian Drugs & Pharmaceuticals Ltd

(a) Antibiotics Plant, Rishikesh.

(b) Synthetic Drugs Plant, Hyderabad

(xvii) Fertilizer Corporation of India, Gorakhpur.

(xviii) Hindustan Organic Chemicals Ltd., P.O., Rasayani, Distt. Kolaba, Maharashtra

Accidents in Rourkela Steel Plant during 1975

***135 SHRI SHYAM SUNDER MOHAPATRA** Will the Minister of STEEL AND MINES be pleased to state

(a) how many accidents have taken place in the Rourkela Steel Plant during 1975, and

(b) whether maintenance of the plant is satisfactory?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV) (a) There were a total number of 205 accidents out of which 175 involved plant employees and 30 involved contractors labourers engaged in construction work. Of these 205 accidents 8 were fatal in which four plant employees and our contractor's workers lost their lives

(b) Yes, Sir.

Short Supply of Polio Vaccine in Capital

*137. SHRI SHASHI BHUSHAN:

SHRI SAT PAL KAPUR:

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether according to the National Institute of Communicable Diseases, polio incidence appears to be increasing in Delhi;

(b) whether polio vaccine has for quite some time been in short supply in the capital; and

(c) the steps taken by Government to meet the demand of this vital drug and to control the disease?

THE MINISTER OF HEALTH AND FAMILY PLANNING (DR. KARAN SINGH): (a) and (b). No, Sir.

(c) The demand of polio vaccine is met mostly through import of concentrated vaccine which is diluted to suitable doses at Haffkine Institute, Bombay and supplied. Efforts are also being made to produce the vaccine in India.

The following measures are being taken for the prevention and control of polio:—

- (i) Provision of facilities in major hospitals for specialised medical care of acutely ill patients and rehabilitation of patients with residual paralysis
- (ii) Launching of mass vaccination campaign to immunise vulnerable group of children with oral polio vaccine, if and when indication of an impending outbreak is noticed.
- (iii) Educating the public on the need of immunisation and general health measures to protect against polio.

G.S.I. Survey of Andhra Pradesh

*138 SHRI Y. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Geological Survey of India has made a survey of Andhra Pradesh and has found deposits of valuable minerals in the State; and

(b) steps Government intend to take to develop these minerals?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI CHANDRAJIT YADAV): (a) and (b). Yes Sir, M/s. Hindustan Copper Limited have developed a mine to produce 120 tonnes of lead ore per day and a concentrator with a capacity of 100 tonnes per day has been commissioned in February, 1975. It is also proposed to increase the mine and the matching concentrator capacity.

The Bharat Gold Mines Limited propose to take up exploratory work in the Yeppamana mine of the Ramgiri gold field. Detailed exploration work is also being taken up in respect of the bauxite deposits bordering Orissa. The Andhra Pradesh mining corporation, a state public sector undertaking, also propose to exploit some of the important mineral deposits, like limestone, asbestos, barytes, copper and kyanite.

Export of ITI Products

*140 SHRI RAJDEO SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Indian Telephone Industries has received orders to export its different products to over thirty countries.

(b) whether Government expect that export of ITI products will increase many times in coming years;

(c) whether our products are gaining a foothold in the international market; and

(d) if so, whether Government propose to establish more factories to manufacture these items in bulk?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) ITI's exports are expected to increase substantially in coming years.

(c) Yes, Sir.

(d) More units will be set up depending on the overall demands.

Oil Exploration off Lakshadweep Islands

539. SHRI S. M. SAYEED: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government propose to undertake oil exploration off the coasts of Lakshadweep Islands; and

(b) if so, when is the exploration expected to start?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). Seismic survey offshore the Lakshadweep Islands are planned for some time in 1976 or 1977. Further work would be undertaken if the data obtained are encouraging.

Railway Hospitals and Health Units in West Bengal

540. SHRI S. N. SINGH DEO. Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations in West Bengal where Railway Hospitals and Health Units have been set up for the employees; and

(b) the number of employees working in these stations who are benefited therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) There are 12 Railway Hospitals and 65 Health Units in West Bengal.

(b) About 2.25 lakhs railway employees.

Wagon orders placed with Production Units

541. SHRI A. K. KISKU: Will the Minister of RAILWAYS be pleased to state:

(a) total number of wagons for which orders have been placed during the last three years unit-wise and year-wise;

(b) total number of wagons received on the basis of the orders placed during that period, unit-wise and year-wise; and

(c) number of wagons required for Railway during the Fifth Plan period, year-wise and the action being taken to secure the wagons in due time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A statement is laid on the Table of the House. [Placed in Library See No. LT-10114/76.]

(c) Wagon requirements are calculated for a Five-Year period as a whole. The draft Fifth Five year Plan had envisaged procurement of about 1,00,000 wagons (in terms of four wheelers) to cater to an originating traffic target of 280 million tonnes. As materialisation of freight traffic in the first two years of the Plan has not been as originally anticipated, it is now estimated that Railways may have to lift about 250 million tonnes of traffic by the end of Plan. For this level of traffic, the requirement of wagons is likely to be around 72,000. The actual procurement of wagons during 1974-75 was 10,958 wagons (in terms of four wheelers) and during 1975-76 and 1976-77, the procurement is likely to be of the order of about 11,000 and 10,000 wagons respectively.

बिड़ला नगर में ऊपरिपुल का निर्माण

542 श्री हुक्म खन्द कछवाय . क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खालियर, मध्य प्रदेश के नगर निगम ने बिड़ला नगर में एक रेलवे ऊपरि-पुल का निर्माण करने की मांग की थी ;

(ख) क्या इस संबंध में विस्तृत मर्व-अग्न करने के बाद रेलवे बोर्ड द्वारा उक्त ऊपरि-पुल के निर्माण के लिए अनुमति दे दी गई थी,

(ग) इस पर निर्माण-कार्य कब तक आरम्भ हो जाने की सम्भावना है,

(घ) इस पर केन्द्र सरकार तथा राज्य सरकार द्वारा पृथक-पृथक कितनी राशि खर्च करने का प्रस्ताव है और खालियर नगर निगम ने कितनी राशि अदा करने का वचन दिया है ; और

(ङ) इस पर कब तक कार्य पूरा कर निष्पत्ति देने का प्रस्ताव है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह)

(क) खालियर के निकट समतार से 424 के बदले बिरलानगर पर एक ऊपरी सड़क पुल बनाने का प्रस्ताव मध्य प्रदेश सरकार द्वारा 1971 में प्रयोजित किया गया था, न कि नगर निगम खालियर द्वारा जिसे तदनुसार रेलवे के 1972-73 के निर्माण कार्य-क्रम में शामिल कर लिया गया था ।

(ख) अभी नहीं, इस निर्माण-कार्य का प्रावधान अभी स्वीकृत होना है ।

(ग) प्रस्तावित ऊपरी सड़क पुल और इसके पड़व - मार्ग के नक्शे को अभी अन्तिम रूप नहीं दिया गया है, अतः अभी यह बताना सम्भव नहीं है कि निर्माण कार्य वास्तव में कब आरम्भ किया जायेगा

(घ) राज्य सरकार द्वारा तैयार किये गए मूल प्रस्ताव के अनुसार, 1972-73 में इस निर्माण-कार्य की लागत का अनुमान 50.95 लाख रुपए लगाया गया था जिसमें से रेलवे को 23.53 लाख रुपए और राज्य सरकार को 27.42 लाख रुपये का खर्च वहन करना था । रेलवे इस बात से भिन्न नहीं है कि खालियर नगर निगम ने इस प्रयोजन के लिए कोई राशि देने का वचन दिया है । उक्त लागतों में इस बीच बढ़ी हुई कीमतों में वृद्धि हो जाने के कारण संशोधन करना अपेक्षित होगा ।

(ङ) चूंकि पुल और पड़व-मार्गों के नक्शे को अभी अन्तिम रूप दिया जाना शेष है, अतः यह बताना सम्भव नहीं है कि निर्माण कार्य कब तक पूरा कर लिया जायेगा ।

Reduction in Price of Drugs

543. SHRI SAROJ MUKHERJEE:
SHRI SHASHI BHUSHAN:
DR. LAXMINARAYAN
PANDEY:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether he had said in Ahmedabad on the 21st December, 1975 that the prices of drugs would be reduced from the month of January, 1976; and

(b) if so, the quantum of proposed price reduction of the drugs which are mainly used by the people in general?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). A statement is attached.

Statement

Government is giving very careful consideration to the recommendations made by the Hathi Committee with regard to the pricing of drugs. Government will take into consideration

the need for maintaining stability in drug prices as well as the need to ensure a reasonable return to the producers. The decision is expected to be taken shortly.

2. In the meanwhile, as a result of cost examination by the Bureau of Industrial Costs and Prices, prices of the following drugs have been reduced recently:—

S.No.	Name of the drug	Unit	Pre-revised price	Price as now fixed by the Government
			Rs.	Rs.
1	Vitamin B 12 . . .	gram	100.00	95.00
2	Riboflavin-5 Phosphate Sodium.	Kg.	2500.00 (Franco India) 2800.00 (Nivedita) 3000.00 (IDPL)	2350.00 (for all)
3	Benzathin Penicillin.	Kg.	1263.00 (HAL) 2000.00 (Goffrey Manners)	1375.00 (for all)

3. The STC have also reduced the prices of the following bulk drugs during the current year :—

S.No.	Name of the Drug	Pre-revision prices	Post-revision prices
		Rs. per kg.	Rs. per kg.
1	Ampicillin Anhydrous	2030.00	1540.00
2	Ampicillin Sodium	1670.00	1300.00
3	Ampicillin Trihydrate	1425.00	1105.00
4	Chloramphenicol Palmitate	670.00	522.00
5	Chloramphenicol Powder (pooled price)	646.00	524.00
6	Chloramphenicol Sodium Succinate	1060.00	748.00
7	Indomethacin	1316.00	816.68

There have been consequential reductions in the prices of formulations based on these drugs.

Search for Oil

544. SHRI JYOTIRMOY BOSU Will the Minister of PETROLEUM be pleased to state

(a) State-wise names of areas where search for crude is being currently conducted, and

(b) names of foreign firms who are collaborating in this field?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI) (a) The information is given below—

S.No	State	Name of area
1	Jammu & Kashmir	Srinagar valley
2	Rajasthan	Jaisalmer District
3	West Bengal	24 Parganas District
4	Meghalaya	Garo hills
5	Assam	Sibsagar District
6	Tri-pura	Baramura
7	Tamil Nadu	Tharjavar
8	Gujarat	Broach, Kaira, Ahmedabad, Godhisa and Mehsana
9	Himachal Pradesh	Ramshahr area
10	Nagaland	Mokokchung

(b) No foreign firm is collaborating for search of oil in these areas

Money earned as a result of Disposal of Goods lying Unclaimed

545 SHRI N. K. SANGHI Will the Minister of RAILWAYS be pleased to state.

(a) total amount of money earned by different Railways as a result of

disposal of goods pursuant to the passing of the ordinance to confiscate and dispose of goods lying unclaimed at the destination for more than seven days, and

(b) whether this has also helped in the turnover of the wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) So far, only eight consignments have been auctioned at one of the notified stations namely Howrah Goods. These consignments were sold for a total of Rs 32,850/-. According to Section 56D the same proceeds are payable to the owner of the goods after deducting the charges due to the railway administration

(b) Yes

New Railway Line in Balurghat of West Dinajpur District (Northeast Frontier Railway)

546 SHRI PRIYA RANJAN DAS MUNSHI Will the Minister of RAILWAYS be pleased to state

(a) whether his Ministry has recently finalised the proposal to construct the Railway line in Balurghat of West Dinajpur district of West Bengal under Northeast Frontier Railway; and

(b) if so, when will the work begin and is expected to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) A Preliminary Engineering-cum-Traffic Survey for the line has been carried out but decision regarding its construction yet to be taken

(b) It is too early to say.

Demand for a Halting Station in Mahe

547 SHRI C K CHANDRAPPA Will the Minister of RAILWAYS be pleased to state

(a) whether Government had received a representation from Vikasana Samithi, New Mahe, demanding a new halting railway station near the French over bridge in Mahe, and

(b) the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) Yes

(b) Proposal was examined but the same could not be accepted on account of certain engineering difficulties and poor traffic potential

Day Time Express Tram between Delhi and Ferozepur

548 SHRI B S BHAURA Will the Minister of RAILWAYS be pleased to state whether there is any proposal to start a day time express train between Delhi and Ferozepur?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): No.

Demand to extend certain Trains upto Faizabad or Jaunpur

549 SHRI R K SINHA Will the Minister of RAILWAYS be pleased to state

(a) whether there is a proposal to extend 29 Up and 30 Dn and 83 Up and 84 Dn trains upto Faizabad or Jaunpur,

(b) whether Government are aware that there has been persistent demand from the public of this area for the extension of these trains upto Faizabad or Jaunpur, and

(c) if so, when the proposal is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) to (c) There have been demands for the extension of 83/84 Lucknow Express or 29/30 Lucknow Mail to Faizabad/Jaunpur to provide a direct train between Delhi and Faizabad/Jaunpur. Provision of through travel facilities between Delhi and Faizabad/Varanasi is under examination.

Delimitation of Lok Sabha Constituencies

550 SHRI SAMAR GUHA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) whether delimitations of Lok Sabha constituencies has been completed, and

(b) if so State-wise break-up of new Lok Sabha seats?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR V A SEYID MUHAMMAD) (a) Yes Sir

(b) A statement containing the requisite information is laid on the Table of the House

Statement

Total No of Lok Sabha Seats	
Sl No & Name of State Union Territory	Total No of Lok Sabha Seats
1	2
<i>States</i>	
1 Andhra Pradesh	42
2 Assam	14
3 Bihar	54
4 Gujarat	26
5 Haryana	10
6 Himachal Pradesh	4

I	2
7. Jammu & Kashmir . . .	6
8. Karnataka . . .	23
9. Kerala . . .	20
10. Madhya Pradesh . . .	40
11. Maharashtra . . .	48
12. Manipur . . .	2
13. Meghalaya . . .	2
14. Nagaland . . .	1
15. Orissa . . .	21
16. Punjab . . .	13
17. Rajasthan . . .	25
18. Sikkim . . .	1
19. Tamil Nadu . . .	39
20. Tripura . . .	2
21. Uttar Pradesh . . .	85
22. West Bengal . . .	42
UNION TERRITORIES	
23. Andaman & Nicobar Islands . . .	1
24. Arunachal Pradesh . . .	2
25. Chandigarh . . .	1
26. Dadra & Nagar Haveli . . .	1
27. Delhi . . .	7
28. Goa, Daman & Diu . . .	2
29. Lakshadweep . . .	1
30. Mizoram . . .	1
31. Pondicherry . . .	1
TOTAL . . .	542

Arrest of Railwaymen for stealing Railway Property

551 SHRI PRABODH CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of railwaymen have recently been arrested from 2006 LS—3

various parts of the country for stealing railway property; and

(b) if so, the break-up of such arrests zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Break-up of arrests of Railwaymen for stealing railway property during the period from 1-6-1975 to 30-11-1975 is as given below zone-wise:—

Railway Zone	No. of Railwaymen arrested
Central Railway . . .	232
Eastern Railway . . .	75
Northern Railway . . .	167
North Eastern Railway . . .	65
Northeast-Frontier Railway . . .	141
Southern Railway . . .	97
South Central Railway . . .	147
South Eastern Railway . . .	256
Western Railway . . .	227
Total . . .	1407

Rail Link between Talcher and Bimlagarh

552. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether construction of rail link between Talcher and Bimlagarh in the South Eastern Railway will commence during the Fifth Plan; and

(b) steps taken by Government to implement this rail link?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) and (b). A survey was carried out for the construction of a B.G. rail link from Bimlagarh to Talcher in 1970, which revealed that the project of length 135.64 kms will cost about Rs. 16 75 crores. The line was not then found to be financially viable, yielding a return of 3 22 per cent. It is now seen that the Iron Ore from Malangtoli project which would have contributed the bulk of traffic on this line is likely to move over Jakhapura-Banspani alignment, when constructed. The construction of Jakhapura-Banspani rail link is an approved project survey reports for a portion of which are expected to be received shortly. In view of the above they may not be enough justification for taking up this project for construction in the near future.

Publication of Revised T.A Rules of Railway Employees

553 SHRI NITIRAJ SINGH CHAUDHARY. Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 8745 on 6th May, 1975 regarding Publication of revised T.A rules of Railway Employees and state

(a) whether consideration of the matter referred to therein has been completed, and

(b) if so, the decisions taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) The matter is under the active consideration of Government

(b) The revised instructions are likely to issue shortly

रायसी से रुडकी और सहारनपुर को सीधी रेलगाड़ी चलाने की मांग

554 श्री मुखर्जी राज सेनी : क्या रेल मंत्री यह बताने की कृपा करेगे कि

(क) क्या रायसी से रुडकी तहसील और सहारनपुर जिले तक एक सीधी रेलगाड़ी चलाने की मांग की गई है ; और

(ख) क्या सरकार का विचार उक्त रेल गाड़ी चलाने का है ?

रेल मंत्रालय में उपमन्त्री (श्री बूटा सिंह) :

(क) जी हाँ।

(ख) रायसी और रुडकी/सहारनपुर के बीच 2 जोड़ी सीधी गाड़ियाँ पहले से ही उपलब्ध हैं। लेकिन रायसी से रुडकी और सहारनपुर की झड़ालों में जाने वाले यात्रियों के लिए सुविधाजनक मेल लेने वाली गाड़ियों के दो सेट प्रातः काल उपलब्ध हैं और रायसी को वापिस लौटाने वालों के लिए एक सेट शाम के समय उपलब्ध है। इन मार्ग पर कोई अनिश्चित गाड़ी चलाने का कोई प्रस्ताव नहीं है।

Extension of Broad Gauge Line from Samastipur to Raxaul via Darbhanga

555 SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state

(a) the latest position with regard to the extension of the broad gauge line from Samastipur to Raxaul via Darbhanga, completing Jhanyharpur-Loukaha and Sakma-Hasanpur Metre Gauge line under Samastipur Division of North Eastern Railway, and

(b) whether it is proposed to broaden the railway bridge over river Bagmati near Thalwara and over river Kamala near Jhanyharpur station under Samastipur Division?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a)

Conversion of Samastipur-Darbhanga MG section into BG is an approved work. A final location engineering survey for preparing a revised estimate is in progress. It will be possible to take up the construction work after completion of the survey. Further conversion beyond Darbhanga to Raxaul or its alternative Muzzarpur-Raxaul may have to be considered after Samastipur-Darbhanga MG to BG conversion makes substantial progress.

The section from Jhanjharpur to Andhrathari which is about half the length between Jhanjharpur and Laukahabazar, is expected to be opened to traffic shortly. Work on the remaining portion is also being progressed with the limited availability of funds.

The State Government of Bihar have been approached to bear the cost of land and earthwork for the Hasanpur-Sakri new line project. The estimate of this work will be considered for sanction after a final reply is received from the State Government.

(b) The proposals for providing bigger bridges are under consideration in consultation with the Bihar State Government.

Inquiries initiated by MRTTP Commission against Companies

556. SHRIMATI PARVATHI KRISHNAN:

SHRI S. P. BHATTACHARYA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the names of companies against whom Monopolies and

Restrictive Trade Practices Commission has initiated inquiries during the last six months?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDEBRATA BARUA): (a) A statement giving the information in respect of Restrictive Trade Practices inquiries initiated by the Commission is laid on the Table of the House. [Placed in Library. See No. LT-10115/76].

Legislation to extend Legal Aid to the Poor

557. SHRI P. NARASIMHA REDDY:

SHRI M. C. DAGA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what steps, if any, have been taken so far to extend legal aid to the poor;

(b) whether any early legislation is contemplated to ensure adequate legal aid to the poor on an institutional basis; and

(c) whether it is contemplated to reform judicial procedure to bring justice within the reach of the poor and if so how?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) Provision has been made in Section 304 of the Code of Criminal Procedure, 1973, to provide legal aid to accused at State expenses in certain cases. Similarly, provision has been made in Sections 6 (2) (b) and 7(1) (b) of the Advocates Act, 1961 enabling the Bar Council of India and the State Bar Councils to render legal aid to the poor.

(b) The matter is under examination

(c) It is proposed to amend Order XXXIII of the Code of Civil Procedure by the Code of Civil Procedure (Amendment) Bill 1974 presently pending before the Joint Committee to liberalise the conditions of grant of legal aid to the poor. Other amendments sought to be effected by the Bill are intended to ensure the administration of justice speedier and cheaper."

Criminal Proceedings against Directors of Shaw Wallace and Company

558 SHRI H N MUKERJEE Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Company Law Board has initiated criminal proceedings against Directors of Shaw Wallace and Company, and

(b) if so the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) (a) Yes Sir

(b) Prosecutions were launched against the directors of M s Shaw Wallace & Co Ltd, Calcutta, in connection with the contraventions of sections 295 and 239 of the Companies Act 1956 which arose out of the loans given to two companies in which a director was interested. The details are as under —

1 Case u/s 295(1) (c) read with sec 295(4)

Before Learned Chief Metropolitan Magistrate, Calcutta

Accused

- 1 Shri A W B Hayward
- 2 Shri Arun Chakravorty
- 3 Shri B P Poddar
- 4 Shri Prosad Sengupta
- 5 Shri S P Acharya
- 6 Shri Santanu Chowdhury
- 7 Shri Hanuman Prosad Poddar
- 8 Sardar Ajaib Singh

2 Case u/s 295(1) (e) read with sec 295(4)

Before the Learned 14th Metropolitan Magistrate, Calcutta

Accused

- 1 Shri A W B Hayward
- 2 Shri Arun Chakravorty
- 3 Shri B P Poddar
- 4 Shri Prosad Sengupta
- 5 Shri S P Acharya
- 6 Shri Santanu Chowdhury
- 7 Shri Hanuman Prosad Poddar

Case u/s 299(4)

Before the Learned Chief Metropolitan Magistrate Calcutta

Accused

- 1 Shri B P Poddar

Talks with Kuwaiti Delegation in India

559 SHRI M RAM GOPAL REDDY Will the Minister of PETROLEUM be pleased to state

(a) whether a Kuwaiti delegation led by the Minister for Oil visited our country during December, 1975 and held talks with the senior officials of Petro-Chemical Corporation, and

(b) if so the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI) (a) Yes, Sir

(b) It was agreed that further long-term contracts for purchase of petroleum products from Kuwait should be negotiated beginning from the year 1976. Both sides agreed to exchange delegations for working out details of increasing exports from India to Kuwait.

Statutory Corporation for providing Legal Aid to Poor

560. SHRI YAMUNA PRASAD MANDAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to set up a statutory Corporation for providing legal aid to the poor; and

(b) if so, the composition and functions of the proposed corporation?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) and (b). Establishment of a statutory corporation for providing legal aid to the poor is one of the recommendations of Justice Krishna Iyer's Committee on Legal Aid and this recommendation, along with others, is under examination of Government.

Lack of Demand for Wagons from Customers

561. SHRI CHINTAMANI PANIGRAHI:
SHRI VASANT SATHE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern Railway is badly hit by lack of demand for wagons from its major customers; and

(b) if so, what is the reason?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

Inquiry against Messrs Western Electronics Pvt. Ltd. by M.R.T.P. Commission

562. SHRI S. P. BHATTACHARYA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Monopolies and Restrictive Trade Practices Commission has initiated an inquiry against Messrs. Western Electronics Pvt. Limited; and

(b) if so, the salient features of the allegations by the Commission?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). Yes, Sir. The M.R.T.P. Commission has issued two notices of inquiry against M/s. Western Electronics Pvt Ltd., Faridabad, one under section 10(a) (iii) and the other under section 10 (a) (iv) of the M.R.T.P. Act, 1969. The restrictive trade practices alleged to be indulged in by the company in respect of which the notices of inquiry have been issued are —

- (i) Restrictions in regard to persons to whom goods are sold or from whom goods are bought;
- (ii) Tie-up sales/full-line forcing;
- (iii) Granting or allowing discount/rebate, benefits etc. in connection with or by reason of dealings;
- (iv) Allocation of area or markets;
- (v) Re-sale price maintenance; and
- (vi) Calling upon distributors to make interest free deposits

The enquiry by the Commission is still in progress.

Retrenchment Notices to Labourers of Secunderabad Division

563. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Secunderabad Division Railway authorities have given retrenchment notices to nearly one thousand workers;

(b) whether most of the workers have more than five years' service; and

(c) whether Government propose to reconsider the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Retrenchment notices were given to 614 casual labourers due to completion/declaration of works.

(b) Only 125 of them have put in more than 5 years of employment as casual labourers.

(c) They will be taken back to the extent feasible as and when new works are undertaken. It may be added that they filed a writ petition against their retrenchment before the Andhra Pradesh High Court which has dismissed it but allowed them time up to 15th January, 1976 to move the Supreme Court.

Idle Capacity D.L.W., Varanasi

564 SHRI D. D. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Diesel Locomotive Works, Varanasi is having idle capacity, and

(b) the steps taken to make use of this idle capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). It is not a fact that Diesel

Locomotive Works is having idle capacity. The fact is that owing to constraint of funds during 1975-76 the production of diesel locomotives for Railways' own use was limited to a lower number. However, with a view to utilising the available capacity at Diesel Locomotive Works vigorous efforts to diversify production were undertaken which are listed as under:—

- (i) Production of WDS6 type heavy duty diesel shunters for Steel Plants.
- (ii) Export of diesel locos to Tanzania.
- (iii) Production of diesel generating sets for Atomic Energy Commission.
- (iv) Production of 12 cylinder version of the diesel engine against the normal production of 16 and 6 cylinders. These 12 cylinder engines will be used for repower packing of old diesel locomotives.
- (v) Increased supply of spares for maintenance to the Railways thereby reducing imports.

With the above mentioned steps the available capacity at Diesel Locomotive Works is expected to be fully utilised.

Restructuring of Oil and Natural Gas Commission

565 SHRI VASANT SATHE: Will the Minister of PETROLEUM be pleased to state:

(a) whether a proposal for restructuring of Oil and Natural Gas Commission is under consideration of Government for a long time;

(b) whether Government have taken any final decision in the matter;

(c) if so, the main features thereof; and

(d) whether participation of workers in the management from floor to top level, as a part of the 20-point programme is under consideration of Government?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) to (c). The restructuring of the Oil and Natural Gas Commission has been under consideration of Government for some time and a final decision in the matter has not yet been taken.

(d) Presently in ONGC, participation of workers is in works committees, grievance committees, canteen management committees, welfare committees and other similar committees. Possibility of workers participation in joint management committees in operational units is under examination.

Indo-Tanzanian agreement for search of Oil in Tanzania

566 SHRI VIRBHADRA SINGH: Will the Minister of PETROLEUM be pleased to state:

(a) whether an Indo-Tanzanian agreement has been signed recently, for oil exploration in Tanzania; and

(b) if so, the main features of the agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The ONGC has signed an agreement on the 20th December, 1975 with the Tanzanian Petroleum Development Corporation (TPDC) for a drilling contract under which one exploratory well would be drilled on the Songo Songo Island in Tanzania. It is not an exploration contract TPDC would make payments to ONGC for the work in accordance with the contract.

Techno-Economic Survey for Railway Lines in West Bengal and Sunderban Area

567. SHRI S. N. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) the number of techno-economic surveys for railway lines conducted by the Railway Board in West Bengal including Sunderban area during last three years; and

(b) names of the places where the surveys have been completed and the salient features of reports of these surveys?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Nine.

(b) A statement is laid on the Table of the House (Placed in Library See No LT-10116/76).

Condition of Coaches

568 SHRI S N SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether 56 per cent of the present coaches in Railways are not in proper condition; and

(b) whether any action has been taken for replacement of the old coaches?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Within the financial position of Railways, replacements of old coaches and procurement of additional stock is arranged every year.

Expenditure on Railway Lines in West Bengal

569 SHRI S N SINGH DEO Will the Minister of RAILWAYS be pleased to state

(a) the railway lines taken up for construction in West Bengal during last three years,

(b) the amount sanctioned in this regard and the amount spent so far, line-wise, and

(c) when will these lines be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) The construction of a BG rail link in the area served by the former Howrah-Amta Light railway including Baigachia-Champadanga Branch has recently been sanctioned at an estimated cost of Rs 1072 crores

(b) and (c) An amount of Rs 50 lacs has been sanctioned for this project during the current financial year which is likely to be spent. The project is expected to be completed by April 1979 subject to the availability of adequate funds

High Court Bench at Sambalpur (Orissa)

570 SHRI P GANGADEB Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government are aware of the need for a High Court Bench at Sambalpur in Orissa, and

(b) steps being taken in that direction?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI H R GOKHALE). (a) Government has not received any suggestion in this regard

(b) Does not arise

Oil Exploration in Continental Shelf

571 SHRI P GANGADEB Will the Minister of PETROLEUM be pleased to state

(a) whether India's continental shelf has been fully explored for finding the oil reserves,

(b) what is the number of Blocks carved out for oil digging in the above region, and

(c) how many are in operation stage and how many underway for the job and also kept reserved for future drilling?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI). (a) No, Sir

(b) and (c) The Indian continental shelf has been divided into 10 basins. Of these oil has already been discovered in Bombay High and commercial production therefrom is expected to commence by the end of the current financial year. In Bangalore-Orissa and Kutch Off-shore basins exploratory drilling is in progress. In Cauvery Offshore basin marine geophysical surveys are in progress.

पटना जंक्शन के विस्तार तथा सुधार की योजना

573. श्री रामाबतार शास्त्री क्या रेल मंत्री यह बनाने की इजाजत देंगे कि

(क) क्या सरकार ने पूर्व रेलवे के पटना जंक्शन स्टेशन के विस्तार एवं सुधार की योजना को अंतिम रूप दे दिया है, और

(ख) निर्माण कार्य कब तक पूरा करने का विचार है?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) :

(क) जी, हा।

(ख) धाशा है यह काम तीन वर्ष के अन्दर-अन्दर पूरा हो जायेगा।

धनबाद डिब्बीजन में गल रेलवे हड़ताल में भाग लेने के कारण दण्डित किये गये रेल कर्मचारी

574. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्व रेलवे के धनबाद डिब्बीजन में 1974 की हड़ताल में भाग लेने के कारण कितने रेल कर्मचारियों को दण्ड दिया गया ;

(ख) उम डिब्बीजन में कितने कर्मचारियों को पुन काम पर ले लिया गया है ;

(ग) क्या धनबाद डिब्बीजन के जो कर्मचारी अभी तक दण्ड पा रहे हैं उनके विरुद्ध न्यायालयों में हिमा, डगने-धमकाने अथवा तोड़-फोड़ के कोई मामले लम्बित नहीं हैं , और

(घ) यदि हा, तो उनके बारे में सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) :

(क) मई, 1974 की हड़ताल के दौरान गम्भीर अपराध करने के कारण धनबाद मण्डल के 74 कर्मचारियों का वर्तमान पर दिया गया/सिखा से हटा दिया गया।

(ख) 46 कर्मचारियों का काम पर वापस ले लिया गया है।

(ग) और (घ) धनबाद मण्डल के जो कर्मचारी अभी तक सेवा में वापस नहीं लिये गये हैं उनके विरुद्ध तोड़-फोड़ अथवा हिंसा के आरोपों का कोई भी मामला अदालत के विचाराधीन नहीं है किन्तु प्रस्तावीन कर्मचारियों ने वफादार कर्मचारियों को डगने धमकाने और हिमा की धमकी देने के गम्भीर अपराध किये थे और उनके मामलों पर प्रत्येक मामले की गुणावगुणों के आधार पर समीक्षा की जा रही है।

Aliotment of Railway Land and Railway Water Tanks

575. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the entire vacant land by the sides of the Railway Tracks throughout the country has been leased out to Railway employees for cultivation; and

(b) whether Government propose to lease out all the Railway Water Tanks for fishing purpose to the co-operatives of educated unemployed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No Cultivable railway land is licensed, both to railway employees and to outsiders

About 27 per cent of the total cultivable area has been licensed to Railway employees.

(b) As per extant procedure, whenever borrow pits/water tanks suitable for pisciculture are licensed, preference is given to the Co-operative Societies formed by the Railway employees. In case the latter do not come forward to undertake his work, limited tenders from the Fishermen's Co-operative Societies are invited for and the rights of fishing on Railway tanks/borrow pits are let out to the highest bidder on annual or biennial basis as may be convenient to the Railways

Paradeep Fertiliser Plant in Orissa

576. SHRI ARJUN SETHI:

SHRI P. GANGADEB:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the steps taken for early commissioning of the fertiliser plant at Paradeep, Orissa; and

(b) the progress made so far and Central assistance given for it?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The project, although approved in principle by Government, has so far not been taken up for implementation due to the resources constraint.

Survey for Dasgaon—Goa Section of West Coast Railway (Konkan Railway)

577. SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) which surveys on the Dasgaon-Goa section of the West Coast Railway (Konkan Railway) have been completed and when; and

(b) which are in progress and when are they likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Final Location Survey between Dasgaon and Ratnagiri and spot checks between Ratnagiri and Mangalore are in progress and likely to be completed by 31-1-1976. The proposal for the construction of the line will be considered further after the survey reports are received and examined.

Profit earned by the Fertilizer Corporation of India

578. SHRI JAGANNATH MISHRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Fertilizer Corporation of India has earned good amount of profit during 1974-75 despite production losses; and

(b) if so, the net profits earned during 1974-75?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The net profit earned for the year 1974-75 was Rs. 128.26 lakhs.

Proposal to refer pending Cases to Arbitration by Lawyers

579. SHRI JAGANNATH MISHRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to refer pending court cases to arbitration by lawyers; and

(b) if so, the advantages therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI V. A. SEYID MUHAMED): (a) There can be no such proposal by the Government unilaterally

(b) Does not arise.

Earnings from Freight Traffic for Fiscal Year 1975

580. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways are well set to achieve the target of 210 million tonnes of revenue earning from freight traffic fixed for the fiscal year 1975; and

(b) whether earnings during the first six months both from passenger and freight traffic show improvements over the budgeted targets?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The Indian Railways hope to achieve the budget target of 210 million tonnes of freight traffic which includes revenue and non-revenue earning traffic.

(b) Yes.

Revised Rates of certain Allowances

581. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to refer to the reply given to unstarred Question No. 139 on 18th February, 1975 regarding circulation of revised rates of certain allowances and state:

(a) whether the revised rates of Night duty allowance, National Holiday allowance, Travelling allowance, Acting allowance, Messing allowance and other allowances of like nature have not been issued by the Railway Board so far; and

(b) if so, the reasons therefor and the time required for the circulation of revised rates?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The revised rates of Night Duty Allowance and Messing Allowance have since been notified. The question of revision of rates of Travelling Allowance is under active consideration of the Government and the same are expected to be notified shortly.

It will take some time to finalise the revised rates of other allowances.

Allotment of Wagons to U.P. Government for Movement of Coal

582. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether U.P. needed 11,000 wagon loads of steam coal every year while the Railways allotted only 6,000 wagons; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Only 6875 wagons per month were sponsored by U.P. in 1975. Within the

overall availability and offer of steam coal by the producing agencies, allotments were made to the extent of about 65 per cent of the sponsored demands during the months April to October and 100 per cent during November and December, 1975. When full steam coal supplies were made, industries in U.P. cancelled programmes to the extent of 3628 wagons in November and 2646 wagons in December 1975, which indicated that earlier demands were inflated.

(b) Railways had no difficulty in supply of wagons for loading of steam coal. It was moved fully to the extent that the producing agencies could offer.

पलवल दिल्ली पैसॅजर्स एण्ड जनरल वेल्फेयर एसोसिएशन पलवल द्वारा की गई शिकायतें

583. श्री मूल चन्व डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पलवल-दिल्ली पैसॅजर्स एण्ड जनरल वेल्फेयर एसोसिएशन, पलवल ने मई, 1975 से अगस्त, 1975 के दौरान रेल मन्वही शिकायतें की हैं, और

(ख) क्या उनका निराकरण किया गया है, और यदि हा, तो किम रूप में ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह)

(क) जी हा ।

(ख) जहां तक मुद्दाओं को परिचालनिक दृष्टि में व्यावहारिक पाया गया, क्रियान्वित किया जा चुका है जैसा कि समा पटल पर रखी सूची में दिखाया गया है ।

[ग्रन्थालय में रखी गयी । देखिये संख्या LT- 0 17/76]

रेलवे में कोयले की चोरी

584. श्री मूल चन्द्र झाड़ा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973 और 1974 में रेलवे में कितने (टनों में) तथा किन्नी कामत के कोयले की चोरी हुई;

(ख) क्या आपातकाल की घोषणा के पश्चात् कोयले की चोरी की घटनाओं में कमी हुई है, और

(ग) यदि हाँ, तो आपातकाल की घोषणा के बाद कुल कितने (टनों में) तथा किन्ने मूल्य के कोयले की चोरी हुई ?

रेल मंत्रालय में उप मंत्री (श्री बूटा सिंह) :

(क) से (ग). सूचना इकट्ठी की जा रही है और ममा-पटल पर रजिस्ट्री जायगा।

Offshore and Onshore Oil Prospecting in Eastern India

585. SHRI SAMAR GUHA. Will the Minister of PETROLEUM be pleased to state:

(a) whether oil prospecting proved successful and helpful in the offshore and onshore regions of Eastern India:

(b) if so, facts thereabout; and

(c) the findings of prospecting oil in West Bengal including offshore and onshore drilling ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) to (c). In onshore regions of Eastern India, hydrocarbons have been discovered at a number of places in Assam. The crude oil produced therefrom during 1974-75 was 3.81 million tonnes, and it is expected to be 4.2 million tonnes during the current year. In addition to Assam, exploratory drilling is in progress in West

Bengal, Arunachal Pradesh and Tripura. In offshore areas in this region, a well is being drilled in the Bay of Bengal. In Tripura, natural gas has been found in the first exploratory well. The results of exploration in the other onshore areas as well as in the offshore areas would be known after the wells are completed and tested.

Virar-Sabarmati Electrification Project

586. SHRI P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Virar-Sabarmati electrification project has been completed,

(b) if so, the total cost thereof; and

(c) whether the said new electrification will reduce the running time of the fast/express trains running between Ahmedabad and Bombay ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes

(b) Approximately Rs 35.33 crores

(c) Yes

Scheme to provide Free Legal Aid to the Poor

587. SHRI P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have finalised the scheme to provide free legal assistance to the economically poor sections of the community; and

(b) if so, the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMED): (a) No, Sir.

(b) Does not arise.

New Oil Sources found in Coastal Regions

588. SHRI P. G. MAVALANKAR: Will the Minister of PETROLEUM be pleased to state:

(a) whether new oil fields/sources have been found in and around the coastal regions of the country during the year 1975; and

(b) if so, broad features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Does not arise.

Pruning of Allocation for New Railway Lines by Planning Commission

589. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry's allocation for new lines for 1975-76 has been pruned sharply by the Planning Commission; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The Planning Commission could indicate a total allotment of Rs. 19.0 crores in 1975-76 for construction of new railway lines on account of the severe constraint of resources.

Self-Sufficiency in Drugs, Antibiotics and Surgical Instruments

590. SHRI BHOGENDRAS JHA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the latest position with regard to attaining self-sufficiency in drugs, antibiotics and surgical instruments and steps being taken in the direction of earning foreign exchange by exporting them; and

(b) steps taken to ensure that Hospitals, Defence services and other public institutions give preference to public sector products as compared to private sector or foreign ones?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) The growth of the drugs and pharmaceutical industry in India and the increase in exports of drugs may be seen in the following statement:

Year	Production	Year	Exports
	Rs. crores		Rs. cross
1963	120	1963-64	2.0
1973	370	1973-74	37.54
1974	400	1974-75	43.13

All efforts are made to increase the production of bulk drugs and formulations thereof and during the year 1975, 80 licences/letters of intent have been issued to firms for the manufac-

ture of both bulk drugs and formulations. Production in the public sector drug plants including Surgical Instrument Plant are also increasing and during the first eight months of

1975-76 the turnover has been Rs. 42 crores. Government have also approved the expansion of the Synthetic Drugs Plant at an investment of Rs. 21.79 crores which would increase the production capacity from 1988 tonnes to 3386 tonnes. The Indian Drugs and Pharmaceuticals Limited also propose to establish a Nicotinamide plant in Bihar at a capital outlay of Rs. 8.58 crores, a formulation unit in Gurgaon at a capital outlay of Rs. 8.10 crores and expand the capacity of the Antibiotics plant at an investment of Rs. 15.69 crores. Similarly, Hindustan Antibiotics Limited also propose to expand the capacity of their Penicillin and Streptomycin plants involving capital outlay of Rs. 2.92 crores and Rs. 2.91 crores respectively.

The production of various surgical instruments in the Surgical Instruments Plan of IDPL during the years 1974 and 1975 was of the order of Rs. 38 lakhs and Rs. 40 lakhs respectively. In addition some units in the organised sector are also engaged in the manufacture of surgical blades and suture needles. The present level of production of blades and needles in the organised sector is about 15 lakhs nos. and 30 lakhs nos. respectively.

While exports of surgical forceps, clips, surgical needles, knives and other medical dental surgical instruments and apparatus has been of the order of Rs. 55.4 lakhs during 1974-75, three new schemes have been approved for the manufacture of surgical needles and blades with an export obligation varying between 20—33 1/3 per cent.

The drugs and pharmaceutical industry is included in the list of priority industries which carry on export obligation of 5 per cent of their production. Apart from the export obligations are also imposed whenever expansions are allowed in the case of certain firms. Export assistance in the form of cash incentives and REP

licences are granted to firms on the basis of their exports.

(b) Instructions have been issued to the various governmental purchasing agencies/institutions to give 10 per cent price preference to drugs from the public sector undertakings.

Civil Cases pending in High Courts and Supreme Court

591. SHRI M. RAM GOPAL REDDY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of civil cases pending in High Courts and Supreme Court as on 30th June, 1975;

(b) the number of cases decided by the High Courts and the Supreme Court during the last six months upto 31st December, 1975; and

(c) the steps proposed to be taken to decide the pending cases early?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H R GOKHALE): (a) to (c). The information is being collected and will be laid on the Table of the House.

Discovery of Oil Wells in Gulf of Cambay

592 SHRI YAMUNA PRASAD MANDAL: Will the Minister of PETROLEUM be pleased to state:

(a) whether two new oil wells have recently been discovered in the Gulf of Cambay; and

(b) if so, the total oil deposits expected in these wells?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir

(b) Does not arise.

Construction of Tube Railway in Calcutta stopped

593. DR. RANEN SEN: Will the Minister of RAILWAYS be pleased to state;

(a) whether the work in the construction of Tube Railway in Calcutta had stopped for some time;

(b) if so, reasons therefor; and

(c) the present state of construction of the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

(c) The actual construction work, which started in the latter half of 1973 is in progress. One more sectional contract in the Maidan area was awarded during 1975-76. Two further sectional contracts are under consideration. The overall progress upto December 1975 is about 8 per cent

Contract with U.A.E. for Import of Oil

594. SHRI D. D. DESAI: Will the Minister of PETROLEUM be pleased to state;

(a) whether he visited United Arab Emirates in December, 1975 to obtain oil;

(b) if so, whether a contract for supply of oil from U.A.E. has been signed; and

(c) the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) At the invitation of UAE Minister of Oil, Minister for Petroleum visited United Arab Emirates from December 23 to December 28, 1975 for discussions on matters of mutual interest.

(b) and (c). The Minister's visit culminated in the signing of a Contract on December 27, 1975 between Indian Oil Corporation and Abu Dhabi National Oil Company for supply of 1 million tonnes of crude oil from UAE during the calendar year 1976.

Discovery of a Gas Field in Gulf of Kutch

595. SHRI D. D. DESAI: Will the Minister of PETROLEUM be pleased to state;

(a) whether a natural gas field has been discovered in the Gulf of Kutch near Okha port; and

(b) whether experts of the Oil and Natural Gas Commission expect oil also to be discovered at the spot?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No, Sir.

(b) Marine geophysical surveys carried out in the area have indicated structural possibilities. Exploratory drilling has therefor been taken up. The results will be known after the well is completed and tested

Changes in Regard to Filing of Complaints before Company Law Board

596 SHRI D. D. DESAI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state-

(a) whether Government have recently introduced certain changes in regard to filing of complaints before the Company Law Board and if so, the salient features thereof; and

(b) the reasons therefor?

THE DEPUTY MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) (a) and (b). No, Sir. Perhaps the Hon'ble

Member is referring to the powers under Section 17, 18, 19 79, 141 and 186 of the Companies Act 1956 which were previously being exercised by the Courts and have now been conferred on the Company Law Board by the Companies (Amendment) Act 1974 which came into force with effect from the 1st February 1975. The Central Government has now prescribed the procedure for exercising these powers and for this purpose the Central Government has notified the Company Law Board (Bench) Rules 1975 a copy of which is being placed on the Table of the House.

Transport Facilities between Main Land and Lakshdweep and among Islands

597 SHRI P. M. SAYED Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) Whether Government are aware that the transport facilities between the Lakshdweep Islands and the main land and among the Islands are very poor and

(b) if so what steps Government propose to take to improve these facilities?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI)

(a) There is no indication to suggest that the existing shipping facilities between Lakshdweep Islands and the mainland and among the Islands are not adequate.

(b) Does not arise.

Change in Family Planning Set up

598 SHRI VASANI SATHE Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether Government are considering drastic changes in the structure of Family Planning set up,

(b) if so the facts thereof, and

(c) whether Government have formulated a package of measures containing positive incentives and effective disincentives for birth control among rural and urban poor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE) (a) No drastic changes in the structure of the Family Planning Programme are contemplated but steps are being taken to improve the administrative set-up with a view to achieving better results.

(b) Does not arise.

(c) Proposals are under consideration.

संयुक्त राष्ट्र संघ की सुरक्षा परिषद के लिये चुनाव

599 श्री जनेश्वर मिश्रा क्या बिदेश मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार के पास उन परिस्थितियों की सूचना है जिनके कारण पिछले दिना संयुक्त राष्ट्र संघ सुरक्षा की मददगार व निष्पक्ष चुनाव में पाकिस्तान व हथ म भारत का अपना नाम वापस लेना पड़ा था और

(ख) निम्न-लिखित देशों में उनका चुनाव का विरोध किया?

बिदेश मंत्रालय में उपमन्त्री (श्री बिपिनपाल दास): (क) संयुक्त राष्ट्र महासभा के 304 नव व दौरेन सुरक्षा परिषद की पंजियाई सीट व लिए चुनाव में ऐसा मालूम हुआ कि भारत और पाकिस्तान व बीच मतभेद बना रहेगा क्योंकि दोनों में से किसी को भी अपेक्षित दो तिहाई बहुमत प्राप्त नहीं हो रहा था। ऐसी परिस्थिति में कुछ मित्र देशों द्वारा कई सभाबनामा का पता लगाने के प्रयास किए गए लेकिन ऐसा कोई हल न निकला जो दोनों पक्षों को मान्य हो। बार-

बार मतदान का नतीजा यह हो सकता था कि इस मामले में जीव हो जाती और फिर यह सीट भर ही न पाने। इस स्थिति को को बचाने के लिए तथा अफ्रोएशियाई एकता के हित में भारत ने मातृ मतदान के बाद अपना नाम वापस लेने का निश्चय किया।

(ख) चूंकि यह चुनाव गुप्त मतदान द्वारा हुआ इसलिए उन देशों के नाम बताना संभव नहीं जिन्होंने भारत के चुनाव का विरोध किया। लेकिन क्रमिक मतदानों में पता चला कि भारत को पर्याप्त तथा स्थिर समर्थन प्राप्त था।

महिलाओं के वेतन में वृद्धि

600 श्री हुकम चन्द कछवाय : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि

(क) क्या केन्द्रीय सरकार के संस्थानों में महिलाओं के वेतन में वृद्धि करने का कोई प्रस्ताव है, और

(ख) क्या इस नीति का अनुसरण करने के लिए राज्य सरकारों को भी आदेश जारी किये जा रहे हैं ?

श्रम मंत्री (श्री रघुनाथ रेड्डी) (क) और (ख) . समान पारिश्रमिक अध्यादेश, 1975 जिसमें एक ही काम के लिए या वैसे ही स्वरूप के काम के लिए पुरुष तथा महिला श्रमिकों को समान भगतान की व्यवस्था है, केन्द्रीय तथा राज्य सरकारों के अधीन रोजगारों पर 12 जनवरी, 1976 से प्रयोज्य बनाया गया था और संबंधित सरकारों से अनुरोध किया गया था कि वे इन रोजगारों में इस अध्यादेश को कार्यान्वित करें।

मध्य प्रदेश के उज्जैन और इन्दौर डिबीजनों में सार्वजनिक टेलीफोन और टेलीफोन एक्सचेंजों की स्थापना के लिए मांग

601 डा० लक्ष्मी नारायण पांडेय : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के इन्दौर और उज्जैन डिबीजनों में ऐसे कितने स्थान हैं, जहां सार्वजनिक टेलीफोन तथा टेलीफोन एक्सचेंज की स्थापना की मांग की गई है, और

(ख) इस बारे में की गई अग्रवा की जाने वाली कार्यवाही का ब्यौरा क्या है ?

संचार मंत्री (डा० शंकर दयाल शर्मा) :

(क) मध्य प्रदेश के इन्दौर डिबीजन में 47 स्थानों पर पी० सी० ओ० और 14 स्थानों पर टेलीफोन एक्सचेंजों की मांग की गई है। उज्जैन राजस्व जिले का गठन अभी नहीं हुआ है। उज्जैन जिला इन्दौर डिबीजन का ही एक भाग है। उक्त मांगों में—
उज्जैन जिले की मांग भी शामिल है।

(ख) पी० सी० ओ० : 11 पी० सी० ओ० खोल दिए गए हैं और 26 अनिश्चित पी० सी० ओ० की मजूरी दी गई है। इनमें से 15 पी० सी० ओ० वर्ष 1976-77 में खोलने का प्रस्ताव है। 10 मामलों की जांच की जा रही है।

टेलीफोन एक्सचेंज 1 एक्सचेंज खोल दिया गया है, 8 एक्सचेंजों की मजूरी दी जा चुकी है और 5 मामलों की जांच की जा रही है।

Picture Abroad of Emergency in India

602. SHRI S. M. BANERJEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some of the foreign countries distorted the picture of Emergency in India;

(b) whether their propaganda was not factually correct and was malicious;

(c) which are those countries; and

(d) the steps taken to counteract the said propaganda?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) to (c). The publicity media in a number of western countries acted in the manner described.

(d) Appropriate and effective steps to speedily counter this propaganda and to project a correct picture of India in countries abroad were taken by Government and by our missions through interviews, speaking engagements, letters and articles for publication, and briefings to suitable persons on the basis of materials supplied from headquarters.

Indo-American Joint Commission

603. SHRI DINESH CHANDRA GO-SWAMY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indo-American move for better relationship in the economic front as reflected in the Indo-American Joint Commission in Washington has borne any fruit; and

(b) if so, whether Government envisage a substantial favourable increase in the Indo-U.S. trade in the near future?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b).

Under the Indo-US Joint Commission, an Economic and Commercial Sub-Commission has been set up which has identified areas of cooperation in the economic and commercial fields during its meeting in Washington in January 1975.

The Joint Commission which met in Washington on October 6—7, 1975, reviewed endorsed the areas of co-operation as identified by the Sub-Commission at its earlier meeting which included, among other things, a wide-ranging programme to increase trade between the two countries, to stimulate trade promotion in each country through trade missions, trade shows, exhibits and catalogue shows and the establishment of a Joint Business Council to bring together business leaders of both countries.

The Joint Business Council (JBC) is scheduled to meet in New Delhi early in 1976. Essentially, the JBC will be a forum under the umbrella of the Joint Commission. The Council membership worked comprise of a representative cross section of US-Indian business sectors including Public sector Enterprises in India. It is hoped that the above steps will result in an increasing flow of trade between the two countries in the near future.

Regulation of Service Conditions of Medical Representatives/Agents

604. SHRI B. R. SHUKLA: Will the Minister of LABOUR be pleased to state: whether Government have taken any measures to regulate service conditions of the medical representatives or agents of the various types of drug manufacturing firms?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): Appropriate Legislation in this regard, viz. The Sales Promotion Employees (Conditions of Service) Bill is under consideration of Parliament.

Licensed Drug Firms

605. SHRI N. K. SANGHI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state;

(a) whether out of 3,200 licensed drug manufacturers in the country as on 1974, as many as 800 exist on letter heads;

(b) if so, steps Government have taken to weed out such firms; and

(c) steps taken to ensure that the medicines marketed by these 800 firms conform to prescribed standard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) Replies received from the State Drug Controllers show that this is not correct.

(b) and (c). Do not arise.

Water Transport between Cochin and Udyogmandal

606. SHRI C. JANARDHANAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the sanction and assistance in the form of grant to the project report on "improvement to inland water transport route from Cochin to Udyogmandal" forwarded to Government of India is still awaited; and

(b) when it is likely to be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) The project of improvement of Cochin Udyogmandal Canal has not been sanctioned so far. The question of Central assistance under the existing pattern, viz., 100 per cent loan, will be considered after the project is sanctioned.

(b) As a policy decision, the spill-over schemes of the Fourth Plan are being given priority over the new

schemes included in the Fifth Five-Year Plan. This scheme is a new scheme of the Fifth Plan. As such, it will be sanctioned only when the resources position permits its being taken up after meeting the needs of the spill-over schemes.

Opening of a Telephone Exchange near Krishi Vishvavidyalaya in Faizabad

607. SHRI R. K. SINHA: Will the Minister of COMMUNICATIONS be pleased to State:

(a) whether there is a proposal to open a telephone exchange somewhere near the Krishi Vishvavidyalaya in Faizabad; and

(b) if so, when?

MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA):

(a) and (b). At present there is neither enough demand nor a proposal to open a telephone exchange near the Krishi Vishvavidyalaya in Faizabad.

Nickel Plant at Sukinda Orissa

608 SHRI ARJUN SETHI: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 2511 on 6th March, 1975 and state:

(a) whether the Pilot Plant test report in regard to nickel plant to be commissioned at Sukinda of Orissa State has been made available by the consultants; and

(b) when the mill is likely to be finally commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir. The Pilot Plant tests on the Sukinda Nickel Ore have not yet been completed due to various mechanical and other problems faced in the running of Pilot Plant. Only after the

completion of the Pilot Plant tests, the test report will be made available by the consultants. It is now expected to be available by July, 1976.

(b) The programme for construction and commissioning of the Sukinda Nickel Plant will be decided after the receipt and examination of the Pilot Plant tests report from the Consultants, M/s. Chemical and Metallurgical Design Company.

Government Policy Towards Mini Steel Plants

600. SHRI HARI KISHORE SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is any change in Government's policy in regard to Mini Steel Plants; and

(b) whether Mini Steel Plants are facing financial hardships?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir.

(b) Representations have been received about various difficulties, including financial hardships, faced by mini steel plants. It has been decided to commission a study of these problems by two consulting Engineers and suggest remedial measures.

Aid to strengthen Central Food and Drug Laboratory, Lucknow

610. SHRI YAMUNA PRASAD MANDAL: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Uttar Pradesh Government have sought aid to strengthen the Central Food and Drug Laboratory in Lucknow; and

(b) if so, the decision of the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A.K.M. ISHAQUE): (a) and (b). The Government of Uttar Pradesh had asked for financial assistance for the development of the State Government's food and drugs laboratories at Lucknow and Varanasi. Under the Centrally sponsored scheme "Establishment of Combined Food and Drugs Laboratories", the State Government would be entitled to receive 100 per cent central assistance for the construction of a combined Food and Drugs Laboratory at Varanasi subject to a ceiling of Rs. 1868 lakhs and about Rs. 3.65 lakhs for equipment. In addition, the State Government's laboratory at Lucknow would also be eligible to receive assistance for the purchase of sophisticated laboratory equipment.

Increase of Landless Labourers

611. SHRI VIREPHADRA SINGH: Will the Minister of LABOUR be pleased to state:

(a) whether the number of landless labourers has been increasing in the country; and

(b) if so, the reasons therefor?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) and (b). The figures regarding landless labour are not available. According to the Census of India for the years 1961 and 1971, however, agricultural labourers numbered 31.52 million and 47.49 million respectively, registering an increase of 15.97 million, while the number of cultivators decreased over the same period from 99.53 million to 78.2 million i.e., by 21.33 million. Growth of population and increasing pressure on land have led to this development.

Entry by Bangladesh Migrants into India

612. SHRI SAMAR GUHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether recent activities in Bangladesh have led to large scale migration of the minorities to India;

(b) if so, the facts thereabout; and

(c) the attitude taken by the Government regarding migrants who tried or are intending to cross Indian borders or have already entered into India?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). No large scale migration of minorities into India has been observed as a result of recent developments in Bangladesh.

(c) The Government of India have on more than one occasion made it clear that any person who is found to have entered India from Bangladesh after 25 March 1971 without valid documents or proper authorization is liable to deportation.

अश्रक व्यवसायियों द्वारा भविष्य निधि की राशि का जमा न किया जाना

613 श्री शकर बयाल सिंह : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि-

(क) देश में उन अश्रक व्यवसायियों की संख्या कितनी है जिन्होंने भविष्य निधि की पूरी राशि जमा नहीं की है,

(ख) उनकी ओर कितनी जमा राशि देय है; और

(ग) सरकार द्वारा इस मामले में क्या कार्यवाही की गई है?

श्री मंत्री (श्री रघुनाथ रेड्डी) : (क) से (ग). भविष्य निधि प्राधिकारियों द्वारा भेजी गई एक सूची समा पटल पर रखी है जिसमें ऐसे अश्रक व्यापारी दर्शाए गए हैं जिन्होंने 31-10-1975 की स्थिति के अनुसार भविष्य निधि की वावत देय अपनी राशि जमा नहीं कराई है तथा जिनकी ओर 15000 रुपए या इससे अधिक राशि बकाया है प्रयास में रखी गयी देखिये संख्या एल. टी-10118 76]

Technicians for proposed Steel Target

614. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of STEEL AND MINES be pleased to state

(a) whether the steel industry would need about a million technicians to achieve the proposed target of 26 million tonnes; and

(b) if so, the steps taken or proposed to be taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD). (a) The manpower requirement for installing additional steel capacity would depend on whether new steel plants are constructed on green field sites or whether the existing steel plants are expanded. Other factors such as the capacity added at each stage, the product-mix, the infrastructural facilities, etc would also determine the manpower requirement

(b) The existing integrated steel plants have well established technical training institutes which, by and large, would be in a position to cater to the requirement of technicians in the near future.

E.P.F. arrears due from Companies in Punjab

615. SHRI B. S. BHAURA Will the Minister of LABOUR be pleased to state

(a) the number of companies in Punjab which have not deposited their Employees' Provident funds and are in arrears;

(b) the amount due from them, and

(c) the steps being taken against these companies?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): The Provident Fund Authorities have reported as under —

(a) and (b) A sum of Rs 787 lakhs is due from 16 establishments which are in arrears of provident fund Contributions of Rs 15 000/- and above as on 31-10-1975

(c) Requisite information is being collected and will be laid on the Table of the Sabha

Employment to Labourers freed from Bondage

616 SHRI JYOTIRMOY BOSU Will the Minister of LABOUR be pleased to state

(a) what other steps are proposed to be taken for abolition of bonded labour besides enactment of legislation, and

(b) what specific steps are being taken to provide employment to labourers freed from bondage?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY) (a) Adequate publicity is being given to the Bonded Labour System (Abolition) Ordinance, 1975 through press and radio and printed pamphlets are also being distributed.

(b) Requests have been made to the State Governments for earmarking certain percentage of fund from the

allotments already made regarding various on going schemes, for the uplift of the economic conditions of the agricultural workers and the members of the Scheduled Tribes and Castes.

अन्तर्देशीय जल परिवहन सेवा में सुधार

617. श्री मूल सचिव डागा : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि क्या सरकार ने परिवहन के अन्य साधनों के साथ समन्वय करते हुए देश में और अधिक परिवहन सुविधायें प्रदान करने के उद्देश्य में अन्तर्देशीय जल परिवहन के बारे में एक योजना तयार की है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री एच.एम. त्रिवेदी) : सम्पूर्ण देश की अन्तर्देशीय जल परिवहन आवश्यकताओं का कोई व्यापक अध्ययन नहीं किया गया है, परन्तु अन्तर्देशीय जल परिवहन पर भगवती समिति ने सामान्य ढंग से सम्पूर्ण देश की आवश्यकताओं की जांच की थी। चूंकी योजना में शामिल करने के लिए समिति द्वारा जिन 32 योजनाओं की सिफारिश की गई थी उनमें से 21 योजनाओं पर चौथी योजना अधिनियम में स्वीकृत दे दी गई थी और 7 योजनाएं पाचवी योजना प्रारूप में शामिल की गई हैं। इसके अलावा समिति द्वारा पाचवी योजना के लिए जिन 14 योजनाओं की सिफारिश की गई थी, उनमें से 13 योजनाएं उस योजना के प्रारूप में अस्थायी रूप से शामिल की गई हैं। इसके अतिरिक्त भगवती समिति द्वारा अभिशसित योजनाओं के अलावा 17 योजनाएं पाचवी योजना प्रारूप में अस्थायी रूप से शामिल की गई हैं।

Training Programme for Telecommunication Personnel of P. & T. Department

618. SHRI PRABODH CHANDRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to undertake training programme for telecommunications personnel of P. & T. Department; and

(b) if so, the outlines of the programme?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) and (b). Government is already running adequate training programmes for the telecommunication personnel of the P. & T. Department.

It is proposed to train about 1.2 lakh telecommunication staff during the Fifth Five Year Plan, in 40 training centres spread all over India.

The staff to be trained would include all categories of technical personnel, viz., gazetted officers, junior engineers, technicians, operators, telegraphists, cable jointers, etc. It is also proposed to run a number of refresher courses to meet the needs of specialised subjects.

One of the training centres recently set up is the Advanced Level Telecommunication Training Centre at New Delhi. This training centre has been set up with the assistance from the United Nations/International Telecommunications Union and is intended to impart training to higher levels of staff. The centre will also provide training facilities to the telecommunication personnel from the neighbouring countries.

Iranian Investment in Aluminium Industry

619. PROF. MADHU DANDAVATE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Iran has expressed its willingness to invest in a major industry in India like aluminium and to purchase the finished products; and

(b) whether part of this investment is proposed to be diverted to public sector aluminium plant at Ratnagiri in Maharashtra?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Discussions have been held with Iran regarding the possibility of supply of alumina from India. Proposals for implementing the scheme for such a supply have yet to be concretised.

(b) Does not arise at this stage.

Achievements of Family Planning Campaigns

620. SHRI DHAMANKAR: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state how far the various Family Planning campaigns launched by Government have achieved the desired objective of arresting the alarming growth-rate of the population of the country?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): The Family Planning Programme in the country has succeeded in bringing down the annual growth rate of population from 2.2 per cent during the sixties to 2 per cent in 1975.

Consolidation of Forces of Non-Alignment for World Peace

621. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether efforts have been made by certain big powers against non-alignment to disrupt the non-aligned movement in the world as well as to misinterpret the approach and attitude of non-alignment in the context of world peace;

(b) whether the Government propose to take an initiative to consolidate the forces of non-alignment in the interest of world peace;

(c) whether the Government are aware of the formation of the conference of non-aligned youth movement held in Algeria and to be held in North Korea; and

(d) if so, the role of the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) and (b). While the validity of the policy of non-alignment has been brought out clearly in the present international situation, views have been expressed by certain interested countries expressing their disagreement with the policies of non-aligned countries. Non-aligned countries, including India, are vigilant against any attempt to create a wedge in their unity, and continue to be in close touch with each other with a view to maintaining the solidarity of the Non-aligned countries and the effectiveness of their policies.

In this context, the non-aligned countries, including India, are closely cooperating in the preparations for the forthcoming Fifth Summit Conference of non-aligned countries scheduled to be held in Colombo in August, 1976.

(c) and (d). Government are aware of various efforts being made to promote cooperation among the youth and student movements in non-aligned countries. These are, however, at the non-official level and do not involve the Government of India.

Increase in Cost of Haldia Project

622. SHRI R. S. PANDEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the execution cost of Haldia project has gone up by over 300 per cent; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI):

(a) and (b). The original estimate of cost of Haldia Dock Project prepared in 1965 amounted to Rs. 40 crores and it was sanctioned. The plan for the project was reviewed and certain additional works which were considered necessary in view of changed circumstances were included. The Port Trust have estimated the present cost of the Project at Rs. 126.96 crores excluding the interest to be capitalised. The increase in cost has been principally due to sharp-rise in prices of materials and labour and due to revised prices of various equipment being manufactured by the indigenous manufacturers.

दुकानों तथा प्रतिष्ठानों के कर्मचारियों के लिए समान वेतनमान

623 श्री रामवतार शास्त्री : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या देश के विभिन्न राज्यों में दुकानों तथा प्रतिष्ठानों के कर्मचारियों के लिए समान वेतनमान तथा अन्य सुविधाओं की व्यवस्था नहीं है ; और

(ख) यदि हाँ, तो क्या सरकार का विचार उनके लिए समान कानून बनाने का है ?

अम मंत्री (श्री रघुनाथ रेड्डी) : (क) और (ख) दुकानों और प्रतिष्ठानों के कर्मचारियों के कार्य की शर्तें राज्य सरकारों द्वारा पारित अधिनियमों और उनके अन्तर्गत निमित्त नियमों द्वारा प्रशासित होती हैं ? ये अधिनियम और नियम, जिनका उनके प्रवर्तन से प्राप्त व्यावहारिक अनुभव को ध्यान में रखते हुए समय समय पर संशोधन किया जाता है, अन्य बातों के साथ साथ, दैनिक और मासिक कार्य के घटों, विश्राम अन्तरालों, प्रतिष्ठानों के खुलने और बन्द होने घटों, मजदूरी भुगतान, समयोपरि वेतन, मवेतन त्योहार की छुट्टियाँ, वार्षिक छुट्टी बच्चों और नवयुवक व्यक्तियों के नियोजन आदि को विनियमित करते हैं ।

केन्द्रीय सरकार का दुकानों और प्रतिष्ठानों में कार्य करने वाले कर्मचारियों के लिए समान कानून बनाने का कोई प्रस्ताव नहीं है ।

Increase in Consumer Price Index Numbers for Industrial Workers

624. **SHRI SAROJ MUKHERJEE:** Will the Minister of LABOUR be pleased to state:

(a) whether according to Labour Bureau statistics the Consumer Price Index Numbers for industrial workers have increased since the declaration of Internal Emergency; and

(b) if so, the causes for increase in Price Index Numbers in some industrial centres like Kanpur, Calcutta, Howrah, Darjeeling, Jharia Alleppey, Amritsar and Delhi?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) No, Sir.

(b) The All-India Index is an average of monthly index numbers of 50 industrially important centres. While indices for majority of these centres (including Kanpur, Darjeeling, Alleppey and Delhi) have fallen from June, 1975, they have gone up in respect of seven centres (Hyderabad, Jharia, Srinagar, Amritsar, Asansol, Calcutta and Howrah) due to increase in prices at these places of certain items which are taken into consideration while compiling the index for industrial workers.

Non-payment of Wages by Swadeshi Cotton Mills, Kanpur

625. **SHRI DINEN BHATTACHARYA:** Will the Minister of LABOUR be pleased to state:

(a) whether the attention of Government has been drawn to the non-payment of earned wages to the workers by the management of Swadeshi Cotton Mills in Kanpur during October and November, 1975; and

(b) whether the Centre took any step for the payment of these wages to the workmen; and

(c) the action taken against the management?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): (a) to (c). The matter falls essentially in the State sphere. However the attention of the Ministry of Labour has been drawn to the matter which also figured in the meeting of the National Apex Body on the 10th January, 1976 where representatives of the State Government as well as the Central Government were present. The National Apex Body is seized of the matter.

हृदय रोग कसर, ब्लड प्रिचरिया जैसी बीमारियों के इलाज के लिये जिला स्तर के अस्पतालों में व्यवस्था करना

626. श्री विभूति मिश्र : स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या इस समय हृदय रोग कसर और ब्लड प्रिचरिया जैसी बीमारियों के इलाज के लिये पूरे देश के जिला स्तर के अस्पतालों में व्यवस्था नहीं है,

(ख) क्या इससे परिणामस्वरूप हजारों ऐसे रोगियों की मृत्यु हो जाती है, और

(ग) यदि हा, तो क्या सरकार का विचार उक्त रोगों के इलाज के लिये निम्नी उपयुक्त 'प्रीवेंटिव तथा क्यूरेटिव' व्यवस्था को लागू करने का है ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में उप मंत्री (श्री ए० के० एम० इसहाक) :

(क) जी नहीं। कुछ हृदय रोगों का इलाज देश में जिला स्तर के अस्पतालों में किया जा रहा है। जिला स्तर के अनेक अस्पतालों में कसर रोग के शीघ्र निदान का भी सुविधाएं मौजूद हैं।

(ख) जिला स्तर के ऐसे अस्पताल जिनमें ऐसे रोगियों के इलाज की सुविधाएं नहीं हैं वे भी अपने रोगियों का राज्या के उन संस्थानों में भेजते हैं जहां पर ऐसी सुविधाएं मौजूद हैं। अतः यह नहीं कहा जा सकता कि इन रोगों से पीड़ित व्यक्ति जो जिला स्तर के अस्पतालों में इलाज कराते हैं वे निश्चित रूप से मर ही जाते हैं।

(ग) केन्द्रीय स्वास्थ्य शिक्षा कार्यालय और राज्यों के स्वास्थ्य निदेशालय लोगों को समझाते रहते हैं कि रोग से बचाव कैसे किया जाता है, उन्हें समय समय पर स्वास्थ्य

की जांच करवाते रहना चाहिए, रोग का शीघ्र ही निदान और इलाज करवा लेना चाहिए। शिक्षण अस्पतालों सहित भारत के अनेक अस्पतालों में विशेषज्ञ सेवाएं भी उपलब्ध हैं।

Amendment of Merchant Shipping Act

627 SHRI MOHAMMED ISMAIL
Will the Minister of SHIPPING AND TRANSPORT be pleased to state—

(a) whether no Manning Scale Rules, have yet been framed by the Government of India under the Merchant Shipping Act, 1958, and

(b) if so, the reasons therefor

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H M TRIVEDI) :

(a) and (b) The minimum Manning Scale has been laid down for officers under Section 76 of Merchant Shipping Act, 1958

Government have not, however, considered it necessary to prescribe minimum manning for Ratings as provided under Section 88 of the Act. Indian manning scale for Ratings on ships is much higher as compared with International manning practices and much above the minimum necessary manning for purposes of safety.

Suspension/Removal of Employees

628 SHRIMATI SAVITRI SHYAM
Will the Minister of LABOUR be pleased to state

(a) the number of employees and officials suspended, removed or terminated from services of the Labour Department from various parts of the country for not performing their duties well or for late coming on duties or for corruption charges etc ;

(b) whether Government have received complaints that some employees and officials of the Labour Department are not implementing in its true spirit the 20 Point Programme announced by the Prime Minister; and

(c) if so, the action to be taken in the matter ?

THE MINISTER OF LABOUR
(SHRI RAGHUNATHA REDDY): (a) to (c). The requisite information is being collected and will be laid on the Table of the Sabha in due course.

**Propaganda by Foreign Press about
Emergency in India**

629. **SHRIMATI SAVITRI
SHYAM;**

SHRI K LAKKAPPA;

**SHRI DINESH CHANDRA
GOSWAMI:**

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether the attention of Government has been drawn to the fact that number of newspapers and news agencies in foreign countries are publishing distorted, maligning, malafide and untrue reports about the emergency in the country;

(b) whether Government have protested about these to the concerned countries, Press News Agencies and newspapers; and

(c) whether some Press Representatives of Foreign News Agencies in India are also sending such reports; if so, the names of the representatives and news agencies and the action taken against them ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL
AFFAIRS (SHRI BIPINPAL DAS):**
(a) Yes, Sir.

(b) Government have taken appropriate action in all cases depending on the nature of each case.

(c) The foreign correspondents now stationed in India are functioning under guidelines in respect of which they have given undertaking, and cases of violations are being dealt with suitably.

Chemical Fireballs

630. **SHRI RAJDEO SINGH:** Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether the Stockholm International Peace Research Institute (SIPRI) in October this year has warned that a new generation of incendiary weapons was being developed which produce "Chemical Fireballs" radiating thermal energy second only to that of a nuclear bomb; and

(b) if so, whether enquiries were made from the said organisation (SIPRI) regarding the country which is developing it ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL
AFFAIRS (SHRI BIPINPAL DAS):**
(a) and (b). SIPRI (Stockholm International Peace Research Institute) in its monograph entitles "Incendiary Weapons" published in 1975 describes new developments in incendiary weapons which include the concept of "Chemical Fireballs". According to this monograph, all countries which have the capability of developing fuel for rockets and missiles have the potential for developing these new incendiary weapons.

Our enquiries with SIPRI have revealed that apart from the above publication, no warning as such has been given by them.

Writings in a Foreign Journal

631. SHRI RAJDEO SINGH:

SHRI NARSINGH NARAIN
PANDEY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether recently "Washington Post" reported Indian troops movement from its peace-time locations along the Indo-Bangladesh border;

(b) whether Government of India have contradicted the said report,

(c) whether there is any Resident-correspondent of the said paper in India; and

(d) if so, whether Government propose to ask the said paper to liquidate its establishment in India within a fortnight?

THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL
AFFAIRS (SHRI BIPINPAL DAS):

(a) The paper carried some false reports to this effect in November and December, 1975.

(b) Yes. A statement issued by the official spokesman of the Ministry of External Affairs is attached.

(c) There is no Resident-correspondent of "Washington Post" in India. The previous such correspondent was earlier expelled for false and tendentious reporting.

(d) Does not arise.

Statement

A spokesman of the Ministry of External Affairs made the following statement here today:—

A small but vociferous section of the international Press continues to harp on the well-worn and threadbare theme of Indian plans for arms intervention in Bangladesh. In its

latest article of December 14, detailed Dacca, the Washington Post correspondent has alleged that Indian soldiers (not in uniform) had crossed over the Bangladesh border. He also gives currency to a report that in Mymensingh district of Bangladesh some persons have been active in promoting communal disturbances in order to provide India with a pretext for intervention.

This is not the first time that stories have been fabricated about Indian interference and even armed incursions into Bangladesh.

It is curious that a section of the foreign press seems more concerned about India's plans and actions than Bangladesh itself.

It is evident that certain quarters find it intolerable that friendly relations should continue between India and Bangladesh and that the border should remain free from friction and tension. Incidentally the Washington Post correspondent has himself not been anywhere near the border and even his informants have not actually seen an Indian soldier, at least not one in uniform.

It appears that the results of the recent meeting in Calcutta between the Chiefs of the border security forces of India and Bangladesh and of the visit of the high level Bangladesh delegation led by Mr. Justice A. Sattar to Delhi from December 5 to 8 when the two sides reaffirmed their desires to maintain a peaceful border and to continue to work for friendship and cooperation between the two countries, are not to the liking of some foreign elements.

If India had any hostile intent, it would not have continued to train Bangladesh military personnel and to supply defence equipment. No one with any common sense would believe

that India was interested in instigating communal incidents in Bangladesh. After all any communal disturbance in Bangladesh which is apt to lead to an exodus of the minorities would create intolerable burdens and serious law and order and security problems for India itself.

The Government of India wish to state categorically that there has been no movement of Indian troops from their peace time locations anywhere along the Indo-Bangladesh border. The Government of Bangladesh have been given adequate and satisfactory assurances in this regard directly and through the Satgar delegation which recently visited Delhi.

Persistent false and malicious propaganda against India is obviously intended to heighten tension and misunderstanding between India and Bangladesh. But by its utter disregard of truth and common sense such propaganda is unlikely to fulfil its mischievous purpose.

Anti-India Propaganda by a Section of Western T.V.

632 SHRI DINESH CHANDRA GOSWAMI Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a section of the Western TV carried on vicious anti-Indian propaganda in the recent months; and

(b) if so, the steps taken by Government to counteract the false and malicious propaganda?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) and (b). The publicity media in a number of Western countries including sections of the television media acted in the manner described. Appropriate and effective steps to speedily counter this propaganda and to project a correct picture of India in

countries abroad were taken by Government and by our Missions abroad through the arrangement of suitable television interviews and programmes.

Recommendations of Shrivastava Committee for the creation of Para-Medical Cadre

633. SHRI VASANT SATHE: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the Shrivastava Committee has recommended creation of para medical cadre to serve the needs of rural areas;

(b) the other recommendations which have been made by the Committee; and

(c) the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE). (a) Yes.

(b) The copies of the Shrivastava Committee Report have kept in Parliament Library.

(c) The recommendations made by the Shrivastava Committee are under active consideration of the Government. A detailed plan of action for implementation of some recommendations is being prepared and will be circulated to the State Governments soon. The matter is likely to be finalised at the next meeting of the Central Council of Health to be held in April this year.

Sundargarh-Kuchinda-Prabha Suni Road

634. SHRI P. GANGADEB: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the road and bridge project of Sundargarh-Kuchinda-Prabha Suni road in Orissa will be

taken up during the Fifth Plan period;

(b) whether Orissa Government have requested the Union Government to provide 100 per cent loan assistance under the E & I scheme for this scheme, and

(c) if so the steps taken to allot funds for engineering development of this backward area of Orissa?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH) (a) The Sundargarh-Kuchinda-Prabha Suni road is a State road. The development of the road including bridges therefore falls essentially within the sphere of State activities.

(b) Yes, Sir

(c) It is not possible to indicate at this stage the schemes for which funds could be provided under this scheme as no final decision has yet been taken in the matter.

प्राथमिक स्वास्थ्य केन्द्रों में डाक्टरों तथा उपकरणों की कमी

635 डा० लक्ष्मी नारायण पांडेय क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या प्राथमिक स्वास्थ्य केन्द्रों में डाक्टरों तथा उपकरणों की कमी के कारण उन क्षेत्रों के लोगों को ऐसे केन्द्रों का वास्तविक लाभ नहीं मिल रहा है

(ख) क्या इस कमी को दूर करने के लिए केन्द्रीय सरकार का ध्यान दिलाया गया है, और

(ग) यदि हा तो इस दिशा में सरकार ने क्या कार्यवाही की है ?

स्वास्थ्य और परिवार नियोजन मंत्रालय उप मंत्री (श्री ए० के० एम० इस्हाक) :

(क) प्राथमिक स्वास्थ्य केन्द्रों में डाक्टरों की कमी का काफी हद तक दूर कर दिया गया है। ऐसे 5314 केन्द्रों में से 3275 केन्द्रों में दो दो डाक्टर और 1984 केन्द्रों में एक एक डाक्टर काम कर रहा है। केवल 65 ही ऐसे प्राथमिक स्वास्थ्य केन्द्र हैं जिनमें कोई डाक्टर नहीं है। यमिसेफ ने अब तक 3472 प्राथमिक स्वास्थ्य केन्द्रों को माज-समान से लैस करने में मदद की है। बाकी केन्द्रों को उपलब्ध धनराशि के अनुसार राज्यो द्वारा माज-समान दिया जा रहा है। जैसे जैसे डाक्टरों की संख्या बढ़ती जायेगी और प्राथमिक स्वास्थ्य केन्द्र माज-समान में आचूी तरह से लैस होते जायेंगे लोगों को दी जा रही इलाज की सुविधाओं में सुधार होने लगेगा।

(ख) जी हा।

(ग) ग्रामीण क्षेत्रों में स्थित प्राथमिक स्वास्थ्य केन्द्रों में काम करने के लिए अधिक संख्या में डाक्टरों को आकृष्ट करने की दिशा में जो कदम उठाए जा रहे हैं वे इस प्रकार हैं —

- (1) देहाती और शहरी क्षेत्रों में काम करने वाले डाक्टरों के लिए एक ही वाडर बनाना,
- (2) ग्राम-भत्ता, परिवहन सुविधाएँ, फ्री-फर्निशड मकान, साफ पानी, दिन बिजली, आदि जैसी सभी सुविधाएँ देना।
- (3) प्राथमिक स्वास्थ्य केन्द्रों का खर्च उनके भवनों और गिहायशी मकानों की स्थिति में सुधार करना,
- (4) अग्रिम वेतन-वर्द्धिया देना (गुजरात राज्य में)।

- (5) प्राथमिक स्वास्थ्य केन्द्रों में उचित मात्रा में दवाइयाँ और उपकरण देना।

नागालैंड में डायल घुमाकर सीधे टेलीफोन करने की प्रणाली और टेलीफोन केन्द्र

636 श्री हुकम चन्द कछवाय : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोहिमा और उसके जिला मुख्यालयों के बीच डायल घुमाकर सीधे टेलीफोन करने की प्रणाली आरम्भ कर दी गई है ; और

(ख) क्या नागालैंड में छ नये टेलीफोन केन्द्र खोलने का प्रस्ताव है ?

संचार मंत्री (डा० शंकर दयाल शर्मा) :

(क) कोहिमा और नागालैंड के जिला मुख्यालय के बीच सीधे डायल करने की व्यवस्था अभी चालू नहीं हुई है। कोहिमा और सब-डिवीजनल मुख्यालय दीमापुर के बीच उभोक्ता द्वारा ट्रंक डायल करने की व्यवस्था आरम्भ करने की योजना 1978-79 के कार्यक्रम में रखी गई है।

(ख) जी हा। नीचे लिखे एरम्बेज स्थापित करने का प्रस्ताव है :

- (1) अबुनेटा (2) जखामा (3) चुचिमलेग (4) चुन्टोगिया (5) सेमेन्गु (6) पेरेन।

यदि आवश्यक मझा में आवेदक प्रार्थमिक रकम जमा करा देगे तो यह काम हाथ में लिया जाएगा।

International Economic Conference in Paris

637. SHRI P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he visited Paris in December, 1975 for an International Economic Conference;

(b) the personnel who accompanied him, and the duration of their stay abroad;

(c) the subjects and topics discussed at the said Conference;

(d) the contribution made by Government of India to the deliberations of the said Meet; and

(e) the results or decisions arrived at the said Paris Conference ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) Yes, Sir Foreign Minister visited Paris as Leader of the Indian Delegation to participate in the Ministerial Conference on International Economic Cooperation.

(b) Foreign Minister was accompanied by Secretary to the Prime Minister, and as also by representatives of the Ministries of External Affairs Finance, Petroleum and Commerce. The delegation stayed abroad from the 14th to the 19th December, 1975.

(c) The main subjects discussed at the Conference were the proposals about setting up four Commissions dealing with Energy, Raw Materials, Development and Financial Affairs as well as about their work plans.

(d) India drew the attention of the Conference to the plight of the developing countries, particularly those most seriously affected by the recent changes in international economic scene, and to their special problems of development. India also gave certain concrete suggestions about the Commissions to make their working more meaningful and result-oriented.

(e) The Conference has decided to establish four Commissions, consisting of 15 members each (10 developing and 5 industrialised) which will start their work in Paris on the 11th

February, 1976, and will meet periodically throughout the current year. The Commissions would submit their recommendations to the Ministerial Conference which may meet again in about a year's time.

Survey Report on Malangtoli Iron Ore Mines in Orissa

638. SHRI P. GANGADEB: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the survey report on the Malangtoli Iron Ore Mines in Orissa has since been completed and forwarded to Government; and

(b) the progress made so far in the examination or finalisation of the report?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir. A preliminary report on the Malangtoli Iron Ore Deposit in Orissa was prepared and forwarded to Government by the Geological Survey of India. The report indicated reserves of the order of 608 m. tonnes of ore

(b) The national Mineral Development Corporation is carrying out detailed investigations in the area for the preparation of a techno-economic feasibility report.

Central Guarantee Fund to secure the Gratuity of Workers

639. SHRI C. K. CHANDRAPPA: Will the Minister of LABOUR be pleased to refer to the reply given to Unstarred Question No. 1892 on the 8th August, 1974 and state

(a) whether Government have taken a decision with regard to the recommendations made by the Committee to set up Central Guarantee Fund to secure the gratuity of workers in cases of closure and liquidation; and

(b) if so, the main features thereof?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY):

(a) No.

(b) Does not arise.

Anti-India Propaganda in Bangladesh

640. SHRI SHANKAR RAO SAVANT:

SHRI SAMAR GUHA:

SHRI JANESHWAR MISHRA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether anti-India propaganda has been stepped up in Bangladesh after the massacre of Sheikh Mujibur Rahman and his associates, and

(b) the steps taken to counteract this propaganda?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS):

(a) Yes, Sir.

(b) The matter has been brought to the attention of the Bangladesh Government on more than one occasion. Of late anti-Indian propaganda in the Bangladesh Press has diminished.

Completion of Rai Bareli-Faizabad Road

641. SHRI R. K. SINHA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the time by which the Rai Bareli-Faizabad road in Uttar Pradesh is likely to be completed; and

(b) the progress made so far in the construction of this road?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Construction of Roads in Faizabad Division, U.P.

642 SHRI R. K. SINHA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number and names of roads recommended for construction in Faizabad division of Uttar Pradesh during 1975 and 1976; and

(b) the stage at which the construction of these roads stands at present?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH): (a) and (b). The information is being collected and will be laid on the Table of the Sabha in due course.

Purchase of Dredgers from Foreign Countries

643. SARDAR SWARAN SINGH SOKHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether orders have been placed with foreign countries for the purchase of dredgers for Indian Ports;

(b) whether dredgers could not be manufactured in India; and

(c) the price of dredgers and foreign exchange involved?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Order for one dredger has been recently placed for purchase from Holland. This dredger will form a part of the Central Dredging Organisation.

(b) Dredgers can be manufactured in India. But this dredger is required for deepening Mangalore Harbour in connection with the project for export of iron ore to Iran from Kudremukh. Indigenous firms were not in a position to give delivery of such a dredger within the time schedule necessary for the Harbour Project. As such import had to be done.

(c) The cost of this Twin Screw Trailing Suction Hopper Dredger of 6500 Cubic Metre capacity including spares is Rs. 15.50 crores (approximately) and is to be incurred mainly in foreign exchange from Dutch General Purpose Credit.

Jobs for Women during International Women Year

644. SARDAR SWARAN SINGH SOKHI: Will the Minister of LABOUR be pleased to state:

(a) the number of jobs provided to women on equal remuneration as for men during the International Women's Year; and

(b) the number of educated unemployed women in the country registered with employment exchanges in the country?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY):

(a) Available information relates to the number of jobs provided to women (all categories) through the Employment Exchanges which was 43,625 during the period 1st January to 31st October 1975. Wherever job opportunities are notified to Employment Exchanges for which men and women are both eligible, the remuneration offered is the same for both.

(b) 6.45 lakh educated women job-seekers (Matriculates and above), all of whom are not necessarily unemployed, were on the live register as on 30th June 1975.

Production of Durgapur Steel Plant during 1974-75

645. DR. RANEN SEN:

SHRI PRIYA RANJAN DAS
MUNSI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Durgapur Steel Plant's production for 1974 and 1975 is satisfactory; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). Production of saleable steel at Durgapur Steel Plant was higher in 1974 than in 1973 and the production during 1975 has been higher than 1974 production. The details are as under:

Year	Production of saleable steel (in thousands of tonnes)	Percentage utilisation of capacity	Percentage increase over previous year
1973	355	28.7	
1974	504	40.7	42.0
1975	644	52.0	27.8

This increase has been possible because of better management and improved industrial relations.

Indian help for Reconstruction in Vietnam

646. DR. RANEN SEN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of India intend to extend their helping hand for Vietnam's reconstruction; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). The Government of India would be happy to cooperate in reconstruction of Vietnam.

New Telecommunication Building in Ahmedabad

647. SHRI P. G. MAVALANKAR: Will the Minister of COMMUNICATIONS be pleased to state

(a) whether the new Telecommunication Building in Ahmedabad, Gujarat is now ready for use;

(b) if so, how the said new unit is being equipped with the necessary instruments, and

(c) the total cost of the above (a) and (b) separately?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) The new building is proposed to be utilized for housing Trunk Automatic Exchange, Manual Trunk Exchange, Long Distance Transmission

equipment and associated service requirements.

(c) The estimated cost is as follows:-

(Rs. in lakhs)

1. Building	44.17
2. Equipment :	
(i) Tax	106.58
(ii) Manual Trunk Exchange	25.63
(iii) Long distance Transmission Eqpt.	273.03
Total	405.24
Grand Total (Bldg. and Eqpt.)	449.41

Compensation to Indians Expelled from Uganda

648. SHRI SHASHI BHUSHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Ugandan Government have agreed to pay cash compensation to the Indian nationals who were engaged in business in that country till they were expelled; and

(b) if so, the main features of the agreement reached with the Ugandan Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). In response to President Amin's letter to our Prime Minister in August, 1975, an Indian official delegation visited Uganda and held discussions with the Uganda Government from 28th October to 17th November, 1975, regarding the 1535 claims which had been filed through the Indian High Commission with the Uganda Government by the Indian nationals who were expelled in 1972 from Uganda. In the light of the enunciated Ugandan principles the delegations of India and Uganda jointly scrutinised each claim.

On the conclusion of these discussions and scrutiny, agreed minutes

were drawn up and signed by the two sides. The Government of India is in touch with the Uganda Government for further developments in this regard.

Steel Mill at Vijayanagar

649. SHRI Y. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have taken a decision to set up steel mill at Vijayanagar; and

(b) how long Government propose to export the valuable iron ore and copper from this site of steel mill?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir. The Detailed Project Report for this project was commissioned in April 1975, and is expected to be received by the end of 1976.

(b) In deciding the quantum of ores to be exported, the internal demand is always taken into consideration. There have been no exports of iron ore from the deposits earmarked for supplies to the proposed Vijayanagar Steel Plant.

Arrears of Provident Fund due to Companies in Tamil Nadu

650. SHRI M. KATHAMUTHU: Will the Minister of LABOUR be pleased to state:

(a) the number of companies and amount of arrears of provident fund in Tamil Nadu; and

(b) the steps proposed in the matter?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): The Provident Fund Authorities have reported as under:-

(a) A sum of Rs. 1.13 crores is due from 62 establishments which are in

arrears of provident fund contributions of Rs. 15,000/- and above as on 31-10-1975.

(b) Requisite information is being collected and will be laid on the Table of the Sabha.

Transportation of Bauxite Ore by Pipeline

651. SHRI RAJDEO SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Engineers India Limited is carrying out a techno-economic feasibility study for the transportation of 5.5 lakh tonnes of bauxite ore through a 70 km.-long pipeline; and

(b) whether this research-cum-techno-economic study will provide a big boost to the aluminium industry?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) The impact of this will be known only after the study has been completed and the report received.

Compulsory Family Planning to achieve Zero Growth Rate

652. SHRI N. K. SANGHI: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Central Government have requested the State Governments to make family planning compulsory so as to achieve a zero growth rate during the next decade; and

(b) the quantum of central assistance to be given to the State Governments for popularising family planning?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) No such instructions have been issued.

(b). Family Planning is a centrally sponsored programme for the implementation of which 100 per cent financial assistance is given by the Central Government to the State Governments.

Presence of C.E.N.T.O. Warships in Indian Ocean

653. SHRI N. K. SANGHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the naval warships of the CENTO countries which had taken part in naval exercise hosted by Pakistan in 1974, have not been withdrawn fully;

(b) whether the presence of these warships adversely affects the peace of the Indian Ocean Zone; and

(c) if so, Government's reaction in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) All warships which took part in CENTO naval exercises of Karachi were progressively withdrawn during 1975. However, some of them again took part in CENTO naval exercises in November, 1975 in the Gulf of Oman. It is thus possible that some of these vessels have continued to operate in the Indian Ocean.

(b) and (c). In Government's view such induction of the warships of the great powers into the Indian Ocean heightens great power rivalries and tensions in the region, and runs counter to the efforts of the littoral and hinterland States to establish a Zone of Peace in the Indian Ocean.

**मध्य प्रदेश, राजस्थान और बिहार में
जन्म दर में कमी**

654 डा० लक्ष्मी नारायण पांडेय क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) परिवार नियोजन के फलस्वरूप मध्य प्रदेश, राजस्थान और बिहार में गत तीन वर्षों में जन्म दर में कितने प्रतिशत कमी हुई है ; और

(ख) क्या यह कमी निर्धारित, लक्ष्यों के अनुसार रही ?

स्वास्थ्य और परिवार नियोजन मंत्रालय में उव मंत्री (श्री ए० के० एम० इसहाक) :

(क) परिवार नियोजन कार्यक्रम के फलस्वरूप गंके गए जन्मों को देखते हुए अनुमान है कि पिछले तीन वर्षों (1974-75 को समाप्त हुए) के दौरान जन्म-दर घट कर मध्य प्रदेश में लगभग 3.9 प्रतिशत, राजस्थान में 1.5 प्रतिशत और बिहार में 2.7 प्रतिशत हो गई होगी।

(ख) परिवार नियोजन अपनाने वालों की कुल संख्या को देखते हुए इन राज्यों के लिए पिछले तीन वर्षों के दौरान परिवार नियोजन कार्यक्रम के अंतर्गत जो लक्ष्य निर्धारित किए गए थे, उसके हिसाब से काम कम हुआ है, जो इस प्रकार है :—

लक्ष्यों के मुताबिक
बने जो काम हुआ,
उसकी प्रतिशतता

मध्य प्रदेश	58.3
राजस्थान	36.2
बिहार	27.4

तदनुसार जन्म-दर में जो कमी हुई वह आशा से कम थी।

Steel Export compared to last two years

655. SHRI VIRBHADRA SINGH: Will the Minister of STEEL AND MINES be pleased to state;

(a) the progress made in exporting steel in 1975 in comparison to the previous two years; and

(b) whether the target of 1975-76 has been fully achieved?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Actual exports of steel during 1973-74 and 1974-75 were 36,652 tonnes and 52,135 tonnes respectively. During April—December 1975 the shipments were about 2.60 lakhs tonnes.

(b) Export Target of steel for 1975-76 has been fixed at 6,69,000 and about 2.60 lakh tonnes has been shipped till 31st December 1975.

**समाचार एजेंसियों के पास टेलीप्रिटर
लाइनों के लिये देय बकाया राशि**

656 श्री शंकर दयाल सिंह : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न समाचार एजेंसियों में से प्रत्येक के पास दिसम्बर 1975 तक टेलीप्रिटर लाइनों के कितने पैमे बकाया थे ; और

(ख) क्या दिसम्बर 1975 में बकाया राशि की अदावगी न करने के कारण कतिपय समाचार एजेंसियों की टेलीप्रिटर लाइनें काटी भी गई थी ?

संचार मंत्री (डा० शंकर दयाल शर्मा) :

(क) 31-12-75 तक समाचार एजेंसियों

के नाम बकाया राशि का उल्लेख नीचे किया गया है —

(आकड़े हजार रुपयों में)

1. यू० एन० आई०	615
2. पी० टी० आई०	59
3. समाचार भारती	212
4. हिन्दुस्तान समाचार	177

(ख) जी हा ।

Minimum Wages for Agricultural Labourers in States

657. SHRI JYOTIRMOY BOSU: Will the Minister of LABOUR be pleased to state the names of States and Union Territories who have revised the minimum wage structure for the agricultural labourers during the last five months?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): The minimum wages have been revised in the following States:

Andhra Pradesh
Karnataka
Kerala
Madhya Pradesh
Orissa
Tripura
Haryana
Meghalaya

Action to revise the minimum wages has also been initiated in the following States/Union Territories:

Gujrat
Tamil Nadu
Uttar Pradesh
Delhi
Goa, Daman and Diu.

Paralysis cases in Unnao, U.P.

658 SHRI B. R. SHUKLA: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether a large number of people in the district of Unnao have become victims of paralysis of limbs,

(b) if so, the causes thereof, and

(c) the remedial and prevention measures which have been taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): (a) According to a survey conducted in the district of Unnao, 85 cases of paralysis of limbs have been detected

(b) These cases may probably be due to consumption of Kesari Dal (Lathyrus Sativus) or other causes

(c) The Medical Colleges of Lucknow, Kanpur and Agra, and also the Industrial Toxicological Research Institute, Lucknow, under Council of Scientific and Industrial Research are undertaking detailed investigations of this problem. The Director of Medical and Health Services, Uttar Pradesh, has also given instructions to the Chief Medical Officer, Unnao and medical colleges of Uttar Pradesh to conduct an immediate survey of the area affected and to bring all suspected cases to the District Hospital for detailed examination. Early cases would be sorted out and referred to hospitals in Kanpur and Agra. The patients will be given treatment and diet free of charge. The Government of Uttar Pradesh has prohibited the sale of Kesari Dal under the Prevention of Food Adulteration Rules. The State Government has also been asked to ensure that foods imported from other States are free of Kesari Dal.

Agreement with Vatican Regarding Foreign Missionaries coming to India

659. SHRI SAROJ MUKHERJEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an agreement between the Indian Government and the Vatican regarding selection and the scrutiny of foreign missionaries coming to India is likely to be reached with a view to introduce a system of check to prevent the use of missionaries in spying activities of C.I.A.; and

(b) if so, the terms and main features of the proposed agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): (a) and (b). The Government of India has proposed to the Vatican that the two sides enter into negotiations for the conclusion of an agreement to regulate appointments to ecclesiastical posts in the Catholic Church in India. It is hoped that the negotiations will be started at an early date. It is premature to specify the terms of the proposed agreement since these are subject to negotiation.

Connecting Muzaffarpur-Darbhanga Lateral Road to Forbesganj

660. SHRI BHOGENDRA JHA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the position with regard to connecting the Muzaffarpur-Darbhanga lateral road of the National Highway to Forbesganj by crossing rivers Kosi and Kamala?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI DALBIR SINGH): It is presumed that the Hon'ble Member is referring to the missing link between Darbhanga and Forbesganj of the Lateral Road in Bihar. This project has been given low priority in view of the present

financial stringency and has been kept in abeyance for the next two or three years when the position will be reviewed.

Non-deposit of P.F. by Cement Unit of Jaipur Udyog Ltd. at Sawai-Madhopur

661. SHRI BHOGENDRA JHA: Will the Minister of LABOUR be pleased to state:

(a) whether the Sawai-Madhopur cement unit owned by Jaipur Udyog Limited has been virtually under closure for a long time rendering workers idle;

(b) whether the management has not paid wages to workers from July 1975 onwards;

(c) whether P. F. dues, E.S.I. dues and L.I.C. premia under salary saving scheme have not been deposited; and

(d) if so, the steps being taken against the management?

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY):

(a) to (d). The required information is being collected and will be laid on the Table of the Sabha in due course.

Revision of Shipping Agreement with Poland

662. SHRI PRABODH CHANDRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether shipping agreement made in 1960 with Poland has recently been revised; and

(b) if so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) and (b). Agreement has

been reached to revise the Indo-Polish Shipping Agreement of 1960. The revision will provide for 20 per cent of the general cargo trade between India and Poland to be available for third flag lines of the India-Pakistan-Bangladesh Conference. But the remaining 80 per cent of the general cargo and also the entire bulk trade will be shared only by Indo-Polish partners on the basis of parity in liftings and earnings. The agreement also provides for a mechanism for achieving the parity and its determination in financial terms, including adjustments to be given in the following year.

Expansion of Durgapur Steel Plant

663. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Durgapur unit of Hindustan Steel requires an expansion; and

(b) the actual production and target of 1974-75?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) At this stage, the Durgapur Steel Plant is concentrating on increasing its production so as to be able to attain capacity utilisation. It is therefore premature, at present, to consider the question of any expansion of this plant.

(b) Target and actual production of saleable steel in Durgapur Steel Plant during 1974-75 have been as under:—

	tonnes
Target	672,000
Actual production	620,000

आर० बी० एच० एम० जूट मिल्स, कटिहार
(बिहार) की ओर भविष्य निधि की
बकाया राशि

664. श्री रामाशतर शास्त्री : क्या
श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आर० बी० एच० एम० जूट मिल्स, कटिहार (बिहार) के पास मजदूरों के प्रावट्रेण्ट फण्ड (भविष्य निधि) की एक बड़ी राशि बकाया पड़ी हुई है ; और

(ख) सरकार ने क्या कार्यवाही की है ?

श्रम मंत्री (श्री रघुनाथ रेड्डी) भविष्य निधि प्राधिकारियों ने निम्न प्रकार मन्त्रित किया है —

(क) 30-11-1975 की स्थिति के अनुसार, आर० बी० एच० एम० मिल्स (पी०) लि०, 28.75 लाख रुपये की भविष्य निधि के सम्बन्ध में दोषी थी, जिसमें में आधा श्रमिकों के भाग में सवधित था।

(ख) (i) मार्च, 1973 से मई, 1975 तक की अवधि के लिए कमचारी भविष्य निधि और परिवार पेशन निधि अधिनियम, 1952 की धारा 14 के अन्तर्गत अभियोजन चलाए गए हैं।

(ii) जून 1975 तक 23.35 लाख रुपये के सम्बन्ध में राजस्व वसूली, प्रमाण-पत्र दायर किए गए हैं।

(iii) जन, 1975 के बाद, जोर राशि के लिए वसूली प्रमाण-पत्र दायर करने हेतु पूर्वोक्त अधिनियम की धारा 7क के अन्तर्गत कार्यवाहिया आरम्भ की गई हैं।

(iv) भारतीय दण्ड संहिता की धारा 406/409 (आपराधिक विश्वासघात) के अन्तर्गत पुलिस प्राधिकारियों के पास भी शिकायतें दायर की गई हैं।

Payment of Minimum Wages to Seamen

665. SHRI MOHAMMAD ISMAIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to advise both the Indian ship owners and British/American ship owners to pay ILO-basic minimum wages to all serving Indian seamen from the month of January, 1976 for the development of shipping industry and growth of national economy as well; and

(b) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT: (SHRI H. M. TRIVEDI): (a) and (b). The foreign shipowners are already paying over all the ILO minimum basic wage to all serving Indian seamen. However, Government does not consider it necessary to advise Indian shipowners to pay ILO wage, since to pay such higher wage would create great distortions in the national wage structure and would be detrimental to the growth of Indian shipping.

Medical Examination of Seamen

666. SHRI MOHAMMAD ISMAIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether seamen are medically examined by Government as well as by the shipping companies; and

(b) if so, the necessity for the examination twice?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes, Sir.

(b) Seamen are required to be examined by Government Doctors as laid down in Indian Merchant Shipping (Medical Examination) Rules, 1958. These Rules envisage examination on entry into profession and at subsequent interval of 8 years period thereafter. However, it is necessary that every seamen should be certified medically fit for discharging his duties on board before he is signed on for a voyage. Such medical examination is conducted by the Shipping Company.

Unemployment Benefit to Indian Seamen

667. SHRI MOHAMMAD ISMAIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether British and American shipping companies deposited some amount with the Government of India towards Seafarers' Welfare Fund for payment of unemployment benefit to Indian seamen at Bombay and Calcutta;

(b) if so, the total amount deposited with Government so far;

(c) whether Government are distributing "Dole Money" only to selected seamen; and

(d) the steps taken by Government for directing other ship-owners to make similar payment on account of unemployment relief?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): (a) Yes, Sir.

(b) Total contributions received by Seafarers' Welfare Fund Society upto 31st December, 1975 amount to Rs. 6,11,23,428. (Rupees six crores eleven lakhs twenty-three thousand four hundred twenty-eight) only.

(c) Cash assistance when unemployed is given to all foreign going Indian seamen under certain conditions prescribed in consultation with shipowners and seamen's unions. There is no discrimination practised against any seamen.

(d) All foreign shipowners employing Indian seamen contribute to the welfare fund voluntarily. The question of issuing a directive therefore does not arise.

Doctors practising with Forged Degrees

668. SHRIMATI SAVITRI SHYAM: Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether some persons and doctors are practising with forged degrees in Delhi and other union territories;

(b) how many such persons and doctors have been arrested so far; and

(c) the action taken in the matter to check the same in future?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. MISHAQUE): (a) No such complaint has been received by the following Union Territories:

- (i) Delhi
- (ii) Manipur.
- (iii) Tripura.
- (iv) Andaman and Nicobar Islands
- (v) Chandigarh.
- (vi) Dadra and Nagar Haveli

Information in respect of the remaining Union Territories is being collected and will be laid on the Table of the Sabha when received from them.

(b) Does not arise in respect of the Union Territories from which information has been received so far as per (a) above.

(c) Does not arise.

12 hrs.

PAPERS LAID ON THE TABLE

APPRENTICESHIP (4TH AND 5TH AMENDMENTS) RULES, 1975

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 37 of the Apprentices Act, 1961:—

- (1) The Apprenticeship (Fourth Amendment) Rules, 1975, published in Notification No. G.S.R. 459(E) in Gazette of India dated the 25th August, 1975.
- (2) The Apprenticeship (Fifth Amendment) Rules, 1975, published in Notification No. G.S.R. 2462 in Gazette of India dated the 27th September, 1975. [Placed in Library See No LT-10106/76]

NOTIFICATIONS UNDER ESSENTIAL COMMODITIES ACT, 1955

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955 —

- (1) The Petroleum (Storage) Amendment Orders, 1975, published in Notification No. G.S.R. 490(E) in Gazette of India dated the 12th September, 1975.
- (2) The Kerosene (Fixation of Ceiling Prices) Second Amendment Order, 1975, published in Notification No. G.S.R. 567(E) in Gazette of India dated the 29th November, 1975.

- (3) The Light Diesel Oil (Fixation of Ceiling Prices) Second Amendment Order, 1975, published in Notification No. G.S.R. 568(E) in Gazette of India dated the 29th November, 1975.
- (4) The Furnace Oil (Fixation of Ceiling Prices and Distribution) Third Amendment Order, 1975, published in Notification No. G.S.R. 569(E) in Gazette of India dated the 29th November, 1975.
- (5) G.S.R. 570(E) published in Gazette of India dated the 29th November, 1975 containing corrigendum to Notification No. G.S.R. 406(E) dated the 14th July, 1975.
- (6) The Kerosene (Fixation of Ceiling Prices) Third Amendment Order, 1975, published in Notification No. G.S.R. 575(E) in Gazette of India dated the 1st December, 1975
- (7) The Furnace Oil (Fixation of Ceiling Prices and Distribution) Fourth Amendment Order, 1975, published in Notification No. G.S.R. 576(E) in Gazette of India dated the 1st December, 1975. [Placed in Library. See No. LT-1010/76].

PASSPORTS (THIRD AMENDMENT) RULES, 1975 AND AMENDMENTS TO G.S.R. No. 398(E) DATED 30-8-72

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI BIPINPAL DAS): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 24 of the Passports Act, 1967:—

- (1) The Passports (Third Amendment) Rules, 1975, published in Notification No. G.S.R.

537(E) in Gazette of India dated the 23rd October, 1975.

- (2) G.S.R. 564(E) published in Gazette of India dated the 27th November, 1975 making certain amendments in Notification No. G.S.R. 398(E) dated the 30th August, 1972. [Placed in Library. See No. LT-10108/76].

UTTAR PRADESH HOMOEOPATHIC MEDICINE (AMENDMENT) ORDINANCE, 1975

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. M. ISHAQUE): I beg to lay on the Table a copy of the Uttar Pradesh Homoeopathic Medicine (Amendment) Ordinance, 1975 (Uttar Pradesh Ordinance No. 32 of 1975) (Hindi and English versions) promulgated by the Governor of U.P. on the 10th October, 1975, under provisions of article 213 (2) (a) of the Constitution read with clause (e) (iii) of the Proclamation dated the 30th November, 1975 issued by the President in relation to the State of Uttar Pradesh together with a memorandum explaining the circumstances for the issue of the Ordinance. [Placed in Library. See No. LT-10109/76].

OFFICIAL LANGUAGES (MANNER OF AUTHORISATION OF HINDI TRANSLATION OF BILLS) RULES, 1976

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): I beg to lay on the Table a copy of the Official Languages (Manner of Authorisation of Hindi Translation of Bills) Rules, 1976 (Hindi and English versions) published in Notification No. G.S.R. 2(E) in Gazette of India dated the 1st January, 1976 under sub-section (2) of section 8 of the Official Languages Act, 1963. [Placed in Library. See No. LT-10110/76].

**REPORT OF PROGRESS IN EMPLOYMENT
OF SCHEDULED CASTES AND SCHEDULED
TRIBES PERSONNEL IN RAILWAYS**

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): I beg to lay on the Table a copy of the Report (Hindi and English versions) on the progress made in the intake of Scheduled Castes and Scheduled Tribes against vacancies reserved for them in recruitment and promotion categories on the Railways for the half year ending 31st March, 1975. [Placed in Library. See No. LT-10111/76].

**PAYMENT OF GRATUITY (CENTRAL)
AMENDMENT RULES, 1975**

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI H. M. TRIVEDI): On behalf of Shri Balgovind Verma, I beg to lay on the Table a copy of the Payment of Gratuity (Central) Amendment Rules, 1975 (Hindi and English versions) published in Notification No. G.S.R. 2868 in Gazette of India dated the 20th December, 1975, under sub-section (2) of section 15 of the Payment of Gratuity Act, 1972. [Placed in Library See No. LT-10112/76].

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTY-EIGHTH REPORT

SHRI G. G. SWELL (Autonomous Districts): I beg to present the Fifty-eighth Report of the Committee on Private Members' Bills and Resolutions.

REPORT OF ESTIMATES COMMITTEE

EIGHTY-FOURTH REPORT

SHRI R. K. SINHA (Faizabad): I beg to present the Eighty-fourth Report of the Estimates Committee regarding Action Taken by Government on the recommendations contained in their Sixty-second Report on the Ministry of Finance (Department of Banking)—Extension of Credit Facilities to Weaker Sections of Society and for Development of Backward Areas.

**COMMITTEE ON THE WELFARE OF
SCHEDULED CASTES AND SCHEDULED
TRIBES**

FORTY-FOURTH, FORTY-FIFTH, FORTY-SIXTH AND FORTY-SEVENTH REPORTS

SHRI D. BASUMATARI (Kokrajhar): I beg to present the following Reports of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:—

(1) Forty-fourth Report on Action taken by Government on the recommendations contained in their Twenty-fourth Report on the Ministry of Home Affairs—Socio-economic conditions of the Scheduled Castes and Scheduled Tribes in Laccadive, Minicoy and Amindivi Islands.

(2) Forty-fifth Report on Action Taken by Government on the recommendations contained in their Twentieth Report on the Ministry of Home Affairs and Planning Commission—Plan Allocations for Scheduled Castes and Scheduled Tribes.

(3) Forty-sixth Report on Action Taken by Government on the recommendations contained in their Twenty-third Report on the Ministry of Home Affairs—Socio-economic conditions of Scheduled Castes and Scheduled Tribes in Andaman and Nicobar Islands.

(4) Forty-seventh Report Action Taken by Government on the recommendations contained in their Eleventh Report on the erstwhile Ministry of Education and Social Welfare (Department of Social Welfare)—Tribal Development Blocks in Gujarat.

Amendment Ordinance, 1975, as required under rule 71(1) of the Rules of Procedure and Conduct of Business in Lok Sabha.

BURMAH SHELL (ACQUISITION OF UNDERTAKINGS IN INDIA) BILL*

12.03 hrs.

DELHI LAND HOLDINGS (CEILING) AMENDMENT BILL*

THE MINISTER OF AGRICULTURE AND IRRIGATION (SHRI JAGJIVAN RAM): I beg to move for leave to introduce a Bill further to amend the Delhi Land Holdings (Ceiling) Act, 1960.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Delhi Land Holdings (ceiling) Act, 1960."

The motion was adopted

SHRI JAGJIVAN RAM: I introduce the Bill.

STATEMENT RE. DELHI LAND HOLDINGS (CEILING) AMENDMENT ORDINANCE

THE MINISTER OF AGRICULTURE AND IRRIGATION (SHRI JAGJIVAN RAM): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Delhi Land Holdings (Ceiling)

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): I beg to move for leave to introduce a Bill to provide for the acquisition and transfer of the right, title and interest of the Burmah Shell Oil Storage and Distributing Company of India Limited in relation to its undertakings in India with a view to ensuring co-ordinated distribution and utilisation of petroleum products distributed and marketed in India by the said company and for matters connected therewith or incidental thereto.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the acquisition and transfer of the right, title and interest of the Burmah Shell Oil Storage and Distributing Company of India Limited in relation to its undertakings in India with a view to ensuring co-ordinated distribution and utilisation of petroleum products distributed and marketed in India by the said company and for matters connected therewith or incidental thereto."

The motion was adopted.

SHRI K. D. MALAVIYA: I introduce the Bill.

*Published in Gazette of India Extraordinary Part II, section 2, dated 15-1-76.

†Introduced with the recommendation of the President.

12.04 hrs.

STATEMENT RE. REGIONAL
BANKS ORDINANCE

REGIONAL RURAL BANKS BILL*

THE MINISTER OF STATE IN-CHARGE OF THE DEPARTMENT OF REVENUE AND BANKING (SHRI PRANAB KUMAR MUKHERJEE): I beg to move for leave to introduce a Bill to provide for the incorporation, regulation and winding up of Regional Rural Banks with a view to developing the rural economy by providing, for the purpose of development of agriculture, trade, commerce, industry and other productive activities in the rural areas, credit and other facilities, particularly to the small and marginal farmers, agricultural labourers, artisans and small entrepreneurs, and for matters connected therewith and incidental thereto.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the incorporation, regulation and winding up of Regional Rural Banks with a view to developing the rural economy by providing, for the purpose of development of agriculture, trade, commerce, industry and other productive activities in the rural areas, credit and other facilities, particularly to the small and marginal farmers, agricultural labourers, artisans and small entrepreneurs, and for matters, connected therewith and incidental thereto."

The motion was adopted.

SHRI PRANAB KUMAR MUKHERJEE: I introduce† the Bill.

THE MINISTER OF STATE IN-CHARGE OF THE DEPARTMENT OF REVENUE AND BANKING (SHRI PRANAB KUMAR MUKHERJEE): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Regional Banks Ordinance, 1975, as required under rule 71(1) of the Rules of Procedure and Conduct of Business in Lok Sabha.

12.05 hrs.

RESOLUTION RE. RATE OF DIVI-
DEND PAYABLE BY THE RAIL-
WAY UNDERTAKING TO GENERAL
REVENUE—contd.

MR. SPEAKER: Now we take up further discussion of the following Resolution moved by Shri Mohd. Shafi Qureshi on the 12th January, 1976, namely:—

"That this House approves the recommendations made in paras 4, 5, 15, 16, 17 and 23 contained in the Eleventh Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on 9th January, 1976.

"That this House further directs that the action taken by Government on the other recommendations made in this Report as well as in the English and Ninth Reports, should be reported to the Committee."

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 15-1-76.

†Introduced with the recommendation of the President.

Shri Samar Mukherjee may now continue.

SHRI SAMAR MUKHERJEE (Howrah): Mr. Speaker, Sir, the other day I was just mentioning one of my experiences. I was going to Kerala from Madras three weeks before. On the way I saw that, one after another, two engines went out of order and my train was delayed by three hours. I do not know what actually were the reasons? But, so far as I know, the Railway Authorities are now using the old locomotives and forcing the drivers to run those engines. But, they are old and worn out and therefore break-down is possible; I am not blaming the Railway Administration for this. But, my point is in regard to the picture which the Government is trying to project that the functioning of the Railways is improving and so on. This is not the reality. The reality is, Railways are passing through a crisis their financial position is not healthy; it is sick. Sir, here, I would like to refer to the Ninth Report of the Railway Convention Committee on Social Burdens on Indian Railways. On Page 143, it has been admitted by the Committee:

"in the present parlous state of Railway finances when they are heavily indebted to General Revenues, any further burden by way of additional dividend liability and recurring losses on such lines, is bound to be backbreaking and may in fact shatter the entire fabric of the railway system in the country."

This is the position. Therefore, Government should not be complacent. This requires serious thought on the part of the Government to formulate new policies; old policies must be changed. You are carrying forward the old heritage of the colonial period. That is our point of criticism and we want that this heritage should be changed ultimately, basically and

fundamentally. It is also mentioned in the Report:

"On the other hand, the Committee recognise that the need for opening up backward areas is also urgent and pressing. In the situation, the only course left open to the Government, in the view of the Committee, is to enunciate a clear-cut policy whereunder the Central and State Governments would be willing partners in mobilising the capital needed for such lines and in sharing the losses in their operation."

The social burdens should not be placed on the Railways because their economy is not healthy and they are passing through an acute crisis. Similarly, the system of a fixed dividend going to the General Revenues should also be discontinued. Because, ultimately, whether it is through the Railways or through the Government, the burden is placed on the common people. Even in cases, where foodgrains and other essential commodities are carried at concessional rates, it does not benefit the common people. People are forced to purchase these essential commodities—coal, foodgrains, etc.—at higher prices in the black-market. The traders are taking full advantage of this, particularly, the big business. So, in the name of social burdens, they are getting extra concessions from the Railways; but, the common people are not benefitted. Therefore, this situation must be reviewed by the Government and this old method of forcing the Railways to pay a fixed dividend to the General Revenues should be discontinued.

Railways must be considered more as a public utility service than as a commercial concern. The attitude of the Railway Administration should be basically changed in relation to its employees. Unnecessary expenditure can be avoided. I will give one example. Thousands of railway employees have been dismissed under

[Shri Samar Mukherjee]

Rule 14 (1) and (2). This shows the bureaucratic, anti-employee, anti-working class attitude of the Railway Administration. This is also an old heritage of the British period, the bureaucratic attitude towards the employees.

Recently one Supreme Court judgment has stated that the statutory provision referred to above, that is, portion of rule 14, 'merely imports a rule of natural justice in enjoining that before taking final action in the matter, the delinquent employee should be heard and the circumstances of the case may be objectively considered'. No hearing is given and summarily they are being dismissed, despite the ruling of the Supreme Court. Now when a ruling has come from the Supreme Court, if the railway administration and Government do not change their attitude, do not give scope to the employees to place their points of view, they will have to go to the courts, and the railway administration and Government will file appeals involving lakhs and crores of rupees in order to defend their wrong, bureaucratic attitude. In the name of prestige, they will fight the employees in the courts. This can be easily avoided, and if it is avoided irritation will not be there, relations between the administration and the employees will further improve, the employees will get the benefit of the judgment of the courts and greater respect also will be shown to the courts. But unfortunately, that is not the present attitude of the railway administration and the Ministry. I am only showing how this type of expenditure can be avoided if the Ministry shows a sympathetic attitude, a human attitude, towards its own employees and workers.

Here it is also admitted by the Committee that some lines may be required to be opened for helping

communications. That also falls as a social burden on the railway budget. Here also Government as a whole must consider whether the burden should entirely fall on the economy of the railways or not. This is the responsibility of Government. Opening of a new line entails some economic burden and involves some loss, that also must be borne by the Government as a whole from the general revenues for the benefit of the people. The railways may take a share of that burden, but the total burden should not be placed on them.

The necessity of taking over some of the railways is so urgent I may cite an instance which is already known. I am particularly drawing Shri Tripathi's attention to this. It is the Arrah-Sasaram Railway. He knows the position. This line was closed on 4th December. The plea advanced by the management is that they have no money. I have received telegrams and a series of letters from the leaders of the employees. They are not being paid from November. The two lines, Arrah-Sasaram and Fatwa are completely closed. The passengers were put to great trouble. They approached the local administration. Due to the intervention of the District Collector, the management agreed to run the railways, but the employees were not paid. They were told, 'We cannot implement the Bonus Act'. The bonus amount has even been reduced, even that amount has not also been given to them. So the workers frantically appealed to the Ministers. Their leaders met the Minister before. I myself was present there. Some assurance was given to them by the Minister that he would look into their interest and if that railway was not properly run—that was the verbal assurance the Minister gave me here—Government would consider whether they would take it over or not.

But the present position is that the railways are not running. Due to the

intervention of the district collector and one of the Ministers of the Bihar Government, the management agreed to run it from 5th of January but without any payment. The workers protested because they were not getting the wages and they said that if there was no pay, there will be no work. From their side there were some agitations. Due to intervention of the district authorities trains started running. There is no lamp, no first aid box. It was decided that the trains would not run after 6 p.m. I got a complaint that one guard was forced to run the train without any light in the darkness. So he refused. One guard was looted; if the train runs in darkness the danger of looting is there naturally. Even broadgauge trains are being looted now-a-days. The guard who refused to run the train without any light was suspended and the workers started an agitation. Again the district collector and one Bihar State minister intervened and they forced the management to withdraw the suspension order and the train is run. The management has assured them that by today, 15th January, they will clear their old wages. But that has not yet been done. In these circumstances, I request the hon. Minister to intervene in the matter immediately and decide to take over the management of that railway because that railway runs through areas which are populous and if it is closed it will create a lot of hardship to the people and the workers. The state government is in favour of keeping that railway running. Personally I shall meet the hon. Railway Minister and discuss this matter with him. On the floor of the House I am raising this question because taking over is very urgent and necessary. The reluctance on the part of the Railway Board is perhaps because they feel if they take it over the burden will fall on Government when the economy is not in good condition. But this decision must be taken and the Government must see that the burden does not totally fall

upon the railway administration. Government should share the burden.

My last point is this. The framework of the system under which we are now living is a capitalist system based on profit and exploitation. Under this system the economy is bound to go through deepening crisis. There is no way out of the crisis unless this system is changed basically. That is not dependent on the Railway Board and the Railway Ministry. Keeping this in mind we suggest that at least the Government should come forward to save the railways from the financial crisis and take upon itself the social burden, instead of placing it on the railway administration. The railway administration is passing on the burden to the workers and employees, denying them their legitimate wages, bonus and other economic benefits. The plea of the railway administration is that the railways are running at a loss and they could not entertain the demands of the workers. So the only way left to them was to suppress their movement. For that the government are prepared to spend any amount of money and they will increase the police force and call in the CRP and if necessary the army also will come and they will bring in black legs and give them extra preference and double promotions. For suppressing the legitimate trade union rights of the employees and workers, money is not wanting but for developing a healthy railway system, money is wanting. That is the unfortunate system under which we are still living. The struggle for changing that system will go on. In the meantime Government must be pressurised to change their present outlook in regard to the contribution by the railways to the general funds; this should not be continued. With these words, I oppose this resolution.

SHRI S. M. BANERJEE (Kanpur):
 Mr. Speaker, Sir, I share the views expressed by my friend Shri Samar

[Shri S. M. Banerjee]

Mukerjee. As far as the railway finances are concerned. Sir, this is not the first report of this Committee. I think in the previous report, this particular Committee had expressed its opinion and had suggested certain things. Sir, it is true that for the railway finances we have to undertake the responsibility. The position of the General Revenues is difficult. The railways have to manage their own affairs.

Sir, as far as running of the trains is concerned. I must admit that to-day there is much improvement. Punctuality is being maintained and it is not that previously if the train was to arrive at 5.00 PM we could safely go and expect it on the railway platform at 6.00 PM. Now there is no late arrival of the train. It has improved a lot. As far as branch lines are concerned, some improvement is still required to be done. But in this matter, I must congratulate the Railway Ministers. They have been able to achieve results. I must also congratulate the employees who are equally responsible for running the trains punctually. Now, when the question of railway finances has come, we have to ask ourselves why there is always a deficit. Previously it was not the case. I do not know whether it is genuine or man-made or it is a manipulation. Sir, it is always said that there is an increase in the fares of the railway tickets. Sir, when we compare the ticket rates from 1947 to date, we come to know how many times the fares have been increased. I can understand the particular time when the fare of the tickets was increased to meet the deficit and to avoid recurring loss. But every year it is happening. The capacity to pay the fares by the ordinary passengers is limited. Great inconvenience is being experienced by the ordinary passengers. For the last 20 years the ordinary passengers have been experiencing this difficulty.

Now, what are the methods to be adopted to reduce the deficit or to get out of this difficult position? How to plug the loopholes? I know in many ways corrupt officers have been dismissed. Their services have been terminated and it has definitely given impetus to those honest officers who are working very efficiently. This will also create a sense of fear in the minds of those who have been indulging in corrupt practices. So, much is dependent on the efficient administration of the Railway Board to see how best they can plug the loop-holes and completely remove corruption and curb wasteful expenditure. We have to see that these things have been practically removed.

I would like to know from the Railway Minister the results of various Committees formed to stop theft and pilferages on the railways. I can still say with evidence that a lot of theft is taking place with the connivance of railway staff and the Railway Protection Force. I do not say that the entire people in R.P.F. are dishonest. There are honest people also. But there are some people who, with the help of the contractors are sending coal to various places, are indulging in corrupt practices. I have seen people sending the stolen coal for sale by the contractors. That must come to an end. Some people have been caught and prosecuted, but that is not enough. From Calcutta onwards, in the Asansol division wagon-breaking is going on unabated. There is a gang at Mughalsarai and other places.

AN HON. MEMBER: They are connected with the ruling party.

SHRI S. M. BANERJEE: I do not know; let us not attribute motives. A wagon-breaker may belong to any party, but he is a wagon-breaker first and politician next. I want to know whether the back-bone of this gang has been broken. I am

told very important and influential people of that area are connected with it. They run this gang and finance it. They are armed with pistols and guns. At Asansol, they have got sten guns. So, out of sheer fear, nobody intervenes. I want to know what is being done about it.

Members from all sections of the House have time and again pleaded for the abolition of the Railway Board. It may not be abolished, but it should be reorganised. The members of the Railway Board, including the Chairman, feel that they can do whatever they like. They will have to be made to feel that they are subservient to the minister. I must congratulate Panditji and his junior ministers for putting their foot down this time. It is a good sign that the members of the Railway Board have also started feeling that it is not easy to mislead the country any more.

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): You can say all this when the budget comes up for discussion.

SHRI S. M. BANERJEE: Abolition of the Railway Board is a subject which we can bring up any time. You should support us in this. He need not abolish it now; let him abolish it at the time of the budget. Much money can be saved by reorganising the Railway Board. The Board should function efficiently. And each member should be made responsible for whatever happens on the various railways.

My other request is about the Delhi-Saharanpur light railway. When Shri Tripathi was Chief Minister of U.P., he stayed the proceedings and said, this line should not be taken away. But ultimately he was overpowered by the then Railway Minister and we lost that line. It was a boon for passengers from Saharanpur to Delhi. I want to know whether

a broad gauge line is being constructed there.

Last but not the least, I would support the hon. Member, Shri Samar Mukherjee, when he said that we are spending too much money on litigation against the railway employees. If a railway employee goes to the High Court, they will go to the Supreme Court; if an employee goes to the sessions court, they will go to the High Court. Now that there is such good relations between the employees and the railways, they should take back those 980 employees. If the Mizo rebels could be made amenable, if the Naga hostiles could be brought round, if we could talk of a change of heart in the case of the Naga hostiles, could we not do that in the case of these 980 employees? Why should the litigation be prolonged? If the Minister would give an assurance that they would be taken back, I am prepared to give an assurance on behalf of those employees that they would give up their court cases.

With these words, I support the Report of the Committee. I would request the hon. Minister to answer some of these points, if not today, at least during the regular budget discussion.

श्री डी० एन तिवारी (गोपाल गंज) :
 अध्यक्ष महोदय, मैं श्री कुरेशी के प्रस्ताव का समर्थन करने के लिए खड़ा हुआ हूँ। माननीय सदस्य श्री समर मुखर्जी की यह बात सुनकर मुझे बड़ी हैरत हुई कि रेलवे में कोई इम्प्रूवमेंट नहीं हुई है। यह सर्वत्रदित है कि जितनी इम्प्रूवमेंट रेलवे में हुई है, उतनी शायद ही किसी और डिपार्टमेंट में हुई हो। जो देन्स पहले 5-5, 6-6 घंटे लेट चलती थीं, वे अब ठीक समय पर चलने लगी हैं। कुछ ब्रांच लाइनों में गडबडी है और मैं उम्मीद करूँगा कि मिनिस्टर साहब उस तरफ तबज्जह देंगे, जिससे ब्रांच लाइनों का बकिंग ठीक हो

[श्री डी० एन० तिवारी]

सके। इसे समय बाच लाइनों को कोई देखने वाला नहीं है, कोई चौकिस नहीं है। वहा लोग घडल्ले से बिना टिकट चलते है और ट्रेनें भी समय से नहीं चलती है। उनकी तरफ ध्यान देना जरूरी है, ताकि रेलवे में मेन लाइन बाच लाइन, छोटी लाइन और बड़ी लाइन सब का बकिंग समकल हो जाए।

रेलवे कन्वेंशन कमेटी ने मिफारिण की है कि रेलवे में कुछ परमिटेशन जनरल रैवेन्यू को देना चाहिए। श्री ममर मुखर्जी ने कहा है कि कोई परमिटेशन फिक्म करना जरूरी नहीं है, यह मोशल सर्विस की चीज है, इसलिए कोई डिबीडेंट देना जरूरी नहीं है। यह बात सुनकर मुझे ताज्जुब हुआ। टैक्स पेयर्स का हजारों करोड़ रुपया रेलवे में लगा हुआ है लोग उम्मीद करने है कि रेलवे में जो प्राफिट हो, उसका कुछ भाग जनरल रैवेन्यू में जाए, जो देश के विभिन्न कार्यों के लिए प्रयुक्त हो। इसलिए इसको बन्द कर देना कहा तक उचित होगा? रेलवे एव पब्लिक यूटिलिटी सर्विस है लेकिन उनको अपनी कार्यकुशलता और किफायत-शारी में कुछ बचत करना जरूरी है। अगर वहा बचत नहीं होती है, तो यही सनझा जायेगा कि वहा कारगुजारी ठीक नहीं है। बहुत में मर्दान में पैसा बचाया जा सकता है।

जैसा कि श्री बनर्जी ने कहा है, रेलवे में पिलफरज बहुत होता है। वह इतना रैमंड है, जिसका शायद आप अन्दाजा नहीं लगा सकते है। हर बड़े-बड़े यार्ड में और ऐसी जगहों में जहा कोयला रखा जाता है, धडल्ले में चोरी होती है। उस में रेलवे एम्पलायी भी शामिल होते है। उनके शामिल हुए बिना चोरी नहीं हो सकती है। हमारे यहा भी 3, 4 जगह कोयले का स्टॉक होता है, वहा बहुत बड़ी मात्रा में कोयले की चोरी होती है। पिलफरेज को रोकने की तरफ रेलवेज को ध्यान देना चाहिए।

फर्स्ट क्लास कम्पार्टमेंट में पड़ने की लाइट धब धटा की गई है जिसकी बजह से पैसेन्जर्स कोई किताब नहीं पढ़ सकते है। कम-से-कम मेल ट्रेन या एक्सप्रेस ट्रेन जैसी इम्पार्टेंट ट्रेस में पढ़ने के लिए लाइट लगानी चाहिए। इस वक्त तो बिलकुल ब्लैक-आउट कर दिया गया है। बहुत कम ट्रेनें ऐसी है, जहा लाइट का प्रबन्ध है और लोग पढ़ सकते हैं। यह भी कहा गया है कि बर्ड क्लास कम्पार्टमेंट्स में बल्व और फैन चोरी हो जाते है।

इसमें कोई शक नहीं है कि रेलवे को कार्यकुशलता में वृद्धि हुई है। लेकिन इन छोटी-छोटी बातों पर भी ध्यान देना चाहिए। इसमें मुसाफिरों को भी अधिक सुविधा होगी। कुछ बचत कर के जनरल रैवेन्यूज में मकदीयूट करने के लिए जरूरी है कि रेलवे के खर्चों को कम किया जाये।

जो कंटेनर कोर्ट में जाते है, उनको बाहर ही मँटल कर लिया जाये, तो ज्यादा अच्छा हो। बहुत में मामले ऐसे होते है, जिन पर महानु-भतिपूर्वक विचार कर के, दोनों पार्टीज का बुलाकर बात करली जाये, तो मामला आसानी में हल हो सकता है और कोर्ट में जाकर कोर्ट-फीस आदि का खर्चा करना जरूरी नहीं होगा। इस सम्बन्ध में भी बचन हो सकती है।

आज लाइट रेलवे की रफ्तार की हालत यह है कि आदमी बीच में ही उतरकर कुछ काम कर के फिर उस पर चढ़ जाता है। लोग पैदल चलकर भी उससे आगे पहुंच जाते है। ये रेलवेज तो आज एक एनेक्जिन्स है, इसलिए इनको मीटरगेज और ब्राउडगेज में बदल देना चाहिए, ताकि मुसाफिरों को सुविधा हो सके। उदाहरण के लिए मुझे कई बार आरा-सहसराम रेलवे पर जाने का मौका मिला है। मैं समझता हू कि उस ट्रेन के बजाय टमटम पर जाकर आदमी जल्दी पहुंच जाता है। इसलिए ऐसी रेलवे को चलाने का क्या फायदा

है; इससे अच्छा है उसको एवालिश कर दिया जाये। उसको कम-से-कम मीटर गैज में बदल देना चाहिए। इससे लोगों को भी सुविधा होगी और रेलवे की आमदनी भी बढ़ेगी। इस वक्त लोग बिना टिकट यात्रा करते हैं और रेलवे को कोई पैसा नहीं मिलता है।

रेलवे की कार्यकुशलता में जो इम्प्रूवमेंट हुई थी, मैं देख रहा हूँ कि कुछ दिनों से उसमें कुछ कमी हो रही है। मंत्री महोदय को इस तरफ ध्यान देना चाहिए कि जो इम्प्रूवमेंट हो चुकी है, उसमें कमी न हो, बल्कि उसमें वृद्धि हो। जल्द इस बात की है कि रेलवे बोर्ड और रेलवे के अफसरगन सतर्क होकर काम करें।

अभी डिमांड हुई है कि रेलवे बोर्ड को एवालिश कर दिया जाये। उसमें क्या लाभ होगा? रेलवे को ठीक तरीके से चलाने के लिए कोई न कोई आर्गनाइजेशन तो रखना होगा। नाम बदला जा सकता है, रेलवे बोर्ड हो या इन्फ्रस्ट्रक्चर हो या डायरेक्टरेट हो, लेकिन एक वाड़ी तो रखनी होगी, जो रेलवे के कामको चलाये। केवल मिनिस्टर समूचा काम नद्री कर सकता है।

यह भी ठीक है।

एक माननीय सदस्य : और विभागों में बोर्ड नहीं है।

श्री डी० एन० तिवारी : है क्यों नहीं? पी एण्ड टी में बोर्ड है।

एक माननीय सदस्य : उसके भी एवालिश होने की बात हो रही है।

श्री डी० एन० तिवारी : कहां एवालिश होने की बात हो रही है। यह एवालिशन करने क्यों है? एवालिशन के बजाय उसको ठीक से आर्गनाइज करने की बात कहिए। अगर मिनिस्टर दक्ष हो जैसे कि पंडित जी के समय

में हो रहा है तो रेलवे बोर्ड कभी उन पर हावी नहीं हो सकता। अगर हम उनको हावी होने दें तभी वह हावी हो सकते हैं। लेकिन अगर मिनिस्टर चुस्त हों और लगन से काम करें तो रेलवे बोर्ड कभी हावी नहीं हो सकता है। इसलिए रेलवे बोर्ड का दोष नहीं है। बल्कि दोष है कार्यकुशलता का। अगर कुशल मिनिस्टर हों जैसे आज की प्रेजेंट टीम है तो रेलवे बोर्ड को रखने में कोई उजर नहीं हो सकता। लेकिन पंडित जी इस बात को देखें कि जो पहले गलतियां हुई हैं वह आगे दोहराई न जायें। इन्हीं चन्द बातों के साथ मैं उन के प्रस्ताव का समर्थन करता हूँ और यह चाहता हूँ कि रेलवे की आमदनी में मे कुछ हिस्सा जनरल रेवेन्यू में जरूर जाये।

श्री एस राम गोपाल रेड्डी : (निजामाबाद) : अध्यक्ष महोदय, मैं पंडित कमलापति त्रिपाठी और उन के दो साथियों को मुबारकबाद देता हूँ कि बहुत अच्छा इम्प्रूवमेंट रेलवे मिनिस्ट्री में हुआ है। एक जमाना ऐसा था कि कारखाने में माल पड़ा रहता था और रेलवे बंगन भरे हुए रहते थे। बहुत से लोग रेलवे बगन्स का अपना गोदाम बना कर रखते थे और आठ आठ दिन तक उन का माल उन में पड़ा रहता था, उधर बाजार में कीमते बढ़ती रहती थी। आज आडिनिम की वजह से या और एफेक्टिव मेजर्स की वजह से कोई भी आदमी रेलवे बगन्स को गोदाम बना कर नहीं रख सकता। उस को उसे खाली करना पड़ता है। इसकी वजह से आज रेलवे बगन्स ज्यादा हो गए हैं और कारखानों में माल कम हो गया है। मैं चाहता हूँ कि रेलवे का जो ट्रैफिक है वह और ज्यादा से ज्यादा हां, जल्दी से जल्दी एक जगह में दूसरी जगह माल पहुंचाया जाय। क्योंकि आज ज्यादा फ्रैसा खर्च करके भी लोग लारी का इस्तेमाल कर रहे हैं। उसकी वजह यह है कि वह अपना माल जल्दी से जल्दी पहुंचाना चाहते हैं।

❧ [श्री एम० राम गोपाल रेड्डी]

इसलिए रेलवे को चाहिए कि जल्दी से जल्दी सामान को डोने की व्यवस्था करे।

दूसरी बात—रेलवे में 3 हजार करोड़ रुपया सी साल से लगता चला आ रहा है। हिन्दुस्तान की पब्लिक का तो मैं चाहता हूँ कि कम से कम उस का दस प्रतिशत रेलवे को जनरल रेवेन्यू में देना चाहिए। इसका मतलब है कि कम से कम 300 करोड़ रुपया जनरल रेवेन्यू में हर साल उसको देना चाहिए। वसे बैंक का इंटरेस्ट आजकल 17 परसेंट तक बढ़ गया है लेकिन इतना नहीं तो कम से कम 10 प्रतिशत उस को देना चाहिए। अपने गुणों से और अपनी मेहनत से इतना अधिक कमाया जा सकता है।

जहाँ तक रेलवे एम्प्लॉईज को ज्यादा पैसा या ज्यादा बोनस देने का सवाल है, मेरा यह कहना है कि आप ज्यादा कमाइए और ज्यादा लीजिए। अगर थोड़ी सी कमाई से ज्यादा लेना चाहते हैं तो इस से देश का नुकसान होना है। इसलिए रेलवे एम्प्लॉईज को चाहिए कि वे यह देखें कि फिलफेज न हो, माल जैसा लोड किया गया है उसी हालत में अपने डैस्टिनेशन पर पहुँचें। ये चीजे स्टाफ के देखने की हैं। एमरजेंसी में स्टाफ अच्छा काम कर रहा है।

यह रेलवे बोर्ड के पीछे बार-बार पड़ना हम लोगों को जरा कम कर देना चाहिए क्योंकि वह मिनिस्टर के हवाले है। अगर रेलवे बोर्ड ठीक काम नहीं कर रहा है तो इसका मतलब मिनिस्ट्री ठीक काम नहीं कर रही है। आप यह क्यों समझते हैं कि रेलवे बोर्ड अलग है मिनिस्ट्री अलग है? पंडित जी कभी जवानी के जमाने में घोंडे पर चढ़े हैं या नहीं, यह मैंने नहीं मालूम लेकिन उनके नीचे रेलवे का घोड़ा तो बहुत तेजी में दौड़ रहा है। इन चन्द शब्दों के साथ मैं आप को धन्यवाद देता हूँ।

श्री मूल चन्द डागा (पाली) : अध्यक्ष महोदय, मुझे एक बात कहनी है कि जहाँ 14 लाख भादमी काम करते हैं और घरवाँ की सम्पत्ति लगी हो रेलों में, 1965 से बराबर उसने घाटा चलता आ रहा हो तो उस की जिम्मेदारी कौन लेगा?

श्री एस० एम० बनर्जी पालियामेंट।

श्री मूल चन्द डागा : और खासकर के आप क्यों कि आप ने हड़ताल करवाई 8 मई को इसलिए आप तो जिम्मेदारी ले ही लीजिए। आप की 8 मई की हड़ताल के कारण कितना नुकसान हुआ?

सवाल यह है कि घरवाँ रुपया लगने के बाद 1965 से लेकर आज तक जो घाटा होता चला जा रहा है उससे खुद रेलवे मंत्री जी को तसल्ली हो जाय तो अच्छी बात है। यह घाटा क्यों हो रहा है और बराबर हो रहा है। 1965 से आज तक कभी भी यह नहीं बताया गया पिछले दस सालों में कि रेलवे में यह घाटा क्यों होता जा रहा है। आप के पैसेजर्स कम होते जा रहे हैं। एक घाटे का कारण यह है। माल भी कम डोया जाता है और पूजी ज्यादा लग रही है, इस बात की एनेलिसिस कौन करेगा? कौन इसकी जिम्मेदारी लेगा, रेलवे एथारिटी लेगी रेलवे बोर्ड लेगा, मिनिस्ट्री लेगी, कौन लेगा?

कमेटिया बहुत बनती है। जब आप देखिए 1950-51 के ग्रन्ड रोड का ट्रांसपोर्ट पैसेजर्स का 24.9 था, आज वह 48.9 है और रेलों का 50-51 के ग्रन्ड पैसेजर ट्रेफिक 75.1 था जो आज हो गया है 51.1। कितना कम हुआ है। पैसेज कितने कम हुए हैं? रोड से आप का माल कितना डोया जाता था—1950-51 में 10.2 परसेंट, आज हो गया है 34.7 परसेंट और रेल से जो पहले माल डोया जाता था वह था 89.8 परसेंट, वह आज हो गया है 65.3 परसेंट। यह आपकी खुद की किताब से मालूम पड़ता है कि रेल से

यात्री कम सफर कर रहे हैं और माल कम ढोया जा रहा है। रुपया बहुत ज्यादा लगा है और 14 लाख आदमी काम करते हैं। जो भी बात कही जाती है, अब डिविडेंड की बात भी सही बात है। लेकिन यह रेलवे घाटे में क्यों जा रही है? आप देखिए, चोरियां, बराबर हो रही हैं एमरजेंसी के बाद भी, यह एक क्वेश्चन के जवाब में बताया गया है जो मेरे पास है। चोरियों की रूकावट नहीं हो रही है। आज भी चोरियां हो रही हैं। कौन जिम्मेदारी इसकी लेगा? 22 करोड़ रुपया आप रेलवे प्रोटेक्शन फोर्स पर खर्च करें और इतना खर्च करने के बाद भी चोरियां होती रहें, उस पर भी हम लोग यह कहते रहें कि रेलवे के अन्दर गति आ गई है, यह ठीक है लेकिन उसे गहराई में जाकर देखना होगा कि आखिर जहाँ घरबों की दोलत लगती हो और यह आप का सबसे बड़ा बिलिक यूटिलिटी सर्विस है, उस में बराबर घाटा चलता हो 12 साल से.....

श्री एस० एम० बेंजो : मेरा प्वाइंट आफ आर्डर है। माननीय सदस्य बोल रहे हैं और इतनी इम्पार्टेंट बात कर रहे हैं लेकिन दोनों मंत्रियों में से कोई नोट नहीं ले रहा है तो यह क्या इरलिवेंट बात बोल रहे हैं?

अध्यक्ष महोदय : वह सुन रहे हैं। श्री डागा आप जरा जल्दी समाप्त कीजिए अपनी बात को।

श्री मूल चन्द डागा : आज आप के वेगंस कितने बेकार पड़े हैं? एक दफा आप के यहाँ एक इनाम दिया गया उन आदमियों को वेगंस के लिए, लेकिन आज भी लाखों बैगन बेकार पड़े हुए हैं, यह मैं संख्या ठीक बता रहा हूँ। उन्हें ठीक करने के लिए सामान नहीं मिल रहा है। आज लाखों बैगन सामान न होने की वजह से पड़े हुए हैं, कारखानों में मिस्त्री बड़े हुए हैं, लेबर बंटा हुआ है, मगर सामान ही नहीं है बैगन को ठीक करने के लिए। नये बैगन का सबाल नहीं, पुराने बैगन इतने पड़े हुए हैं जिन के लिए सामान नहीं है। आप बतलाइए कितने

बैगन आज की तारीख में ऐसे पड़े हुए हैं मरम्मत के लिए जिनके लिए सामान नहीं मिल रहा है?

दूसरी बात—फर्स्ट क्लास का किराया आप ने बढ़ाया तो रेलवे के फर्स्ट क्लास के कम्पार्टमेंट कितने आज खाली जाते हैं? क्योंकि जिनको फ्री पासेंज मिले हुए हैं, मिलट्री के आदमी हैं या रेलवे के पर्सनल हैं उनके अलावा और कोई फर्स्ट क्लास में जाना पसन्द नहीं करता है। आपने फर्स्ट क्लास का किराया तो बढ़ा दिया लेकिन उसमें जाता कौन है? मैंने यहाँ पर पहले भी कहा था कि सेकेंड क्लास कोचेज में आपने स्लीपर्स और सिटिंग का प्रबन्ध साथ-साथ कर रखा है। उन कोचेज को या तो आप सारा बैठने के लिए ही कर दीजिए, या फिर सारे स्लीप्स ही बना दीजिए। आपको लाखों का घाटा हो रहा है लेकिन आप ध्यान नहीं देते हैं। नादन रेलवे कमेटी की रिपोर्ट में लिखा हुआ है—

I am not going against the Reports referred to.

तो यह जो आप बता रहे हैं, अच्छा होगा कि आप पहले अपनी कमियों को दूर करने को कोशिश करें। यह जो प्रस्ताव है वह तो पास हो ही जायेगा लेकिन सवाल है कि रेलवे के अन्दर जो कमियाँ हैं उनको कैसे दूर किया जायेगा? नादन रेलवे में आपने क्या किया? मेरे सामने शिकायत आई है कि नादन रेलवे में जोधपुर डिवीजन में जिन स्टेशन पर गाड़ी बहुत कम देर सकती है वहाँ के लिए आपने हुकम दे दिया कि नयी ट्राली बनाई जायें और 26 जनवरी को वह चलनी चाहिए :

Non-standard trolleys will not be allowed, and they should be prepared before the 26th January—this order was passed by Divisional Office.

एक एक ट्राली पर 4 हजार रुपया लगता है। जो पहले की ट्राली बनी हुई है उनका क्या होगा? उन लोगों ने शिकायत की है। जोधपुर डिवीजन पर छोटे छोटे स्टेशन हैं। जिन स्टेशनों पर बड़े बड़े प्लेटफार्म हैं वहाँ पर तो

[श्री बृल्लचन्द बाबा]

इसकी आवश्यकता हो सकती है लेकिन छोटे स्टेशन पर तो कोई खाने पीने के लिए उतरता ही नहीं है। फिर भी आपने खोबे वालों को हुकम दे दिया कि नयी ट्रांसी बनायें तो इन बातों पर आपको मोचना चाहिए कि जो आपके बड़े आफिसर्स हैं वह किस तरह के आर्डर्स देते हैं।

मैंने आपसे पहले भी कहा है कि रेलवे में बड़े आफिसर्स ओवर-स्टाप्ड है। एक-एक रेलवे स्टेशन पर 25 तरह के आफिसर्स इन्स्पेक्शन करने के लिए आते हैं। एक बड़े स्टेशन पर एक अपसर यह पता लगाने के लिए घूम रहा था कि कितना अनाज वटा से चढ़ता है। इस तरह में हर स्टेशन पर अपसर घूमते हैं और पता लगाने हैं कि कितना माल स्टेशन पर चढ़ाया जाता है। ता इन बातों को थारोली इन्वेस्टिगेट करना चाहिए। जो कमेटीज बनती हैं उनका खर्चा ही कर्पोरेटों में आ जाता है। आप कमेटीज का एन्टिमेट देखिए और जो लिट्रेंचर हाता है उसका खर्चा देखिए। जो कमेटीज बनती है उन पर खर्चा ही खर्चा होता है। इसलिए मेहरबानी करके आप सारी चीजों को देखिए। आप मेहरबानी करके फस्ट क्लास कम कीजिए। एयर कंडीशन आप क्यों चलाने हैं। मारे लोग सेवेन्ड क्लास में चले जायें। फस्ट क्लास में तो फ्री वाले ही चलने हैं। एक तरफ तो आप कहते हैं कि हम गरीबों को मुविधा देना चाहते हैं। आप नाम तो लेते हैं गरीबों का और फायदा उठाते हैं हम लोग। इसलिए मैं समझता हूँ इन सब बातों का करना जरूरी है।

श्री राजेश्वर प्रसाद यादव (मधेपुरा) : अध्यक्ष जी, मैं रेलवे मंत्री श्री शफी मुहम्मद बुरेशी द्वारा प्रस्तुत प्रस्ताव का समर्थन करने के लिए खड़ा हुआ हूँ। इससे पहले कि मैं उसका समर्थन करूँ, मैं दो एक बातें कहना

चाहता हूँ। यह बात सही है कि इमर्जेंसी के बाद रेलवे में थाल राउण्ड इम्प्रूवमेंट हुआ है। हमारे दोस्तों ने जो इमर्जेंसी के बाद इम्प्रूवमेंट की बातें कही हैं उनमें रेलवे का एक उदाहरण दिया है जोकि सही है। लेकिन हमें यह बात सोचनी होगी कि 25 जून तक रेलवे में जो इस तरह का ब्यास फैला हुआ था जिसके बारे में हमने कई बार बातें उठाई थीं तो गाड़ियों के लेट चलने का कारण बताया जाता था कि इंजन के पुर्जे नहीं मिलते, कोयला खराब मिलता है—यह सारी बातें आती थीं लेकिन 26 जून को बिना किसी तरह का इम्प्रूवमेंट किए स्वतः ही सब कुछ ठीक हो गया। इसका निष्कर्ष यह निकलता है कि जो भी दिक्कतें रेलवे में थीं चाहे गाड़ियों के लेट रनिंग की या अन्य सारी मैन-मेड थीं जिनको कि इमर्जेंसी ने दूर कर दिया। इमर्जेंसी के चलते या मंत्री जी के प्रयास के चलते जो भी इम्प्रूवमेंट हुए उसके लिए मंत्री जी धन्यवाद के पात्र हैं लेकिन चन्द महीने इमर्जेंसी के गजरने के बाद हम देख रहे हैं कि स्लैक्नस आनी शुरू हो गई है। पहले जिस तरह से पक्वबलिटी मन्टेन होती थी जिस तरह से गाड़ियां गइंट टाइम पर चलती थीं वह बात अब नहीं है। इस बात की ओर मैं मंत्री जी का ध्यान दिलाना चाहता हूँ। हमारा एडमिनिस्ट्रेशन के लोगों में आग्रह है कि इस बात पर वह ध्यान दें ताकि लोगों की दिक्कतें दूर हों।

मैं मंत्री जी का ध्यान एक बात की ओर और दिलाना चाहता हूँ कि सन् 1974 में जो रेलवे की स्ट्राइक हुई थी उसका सम्बन्ध में रहा प्लान आफ दि हाउस पर बार-बार कमिटेमेंट्स किए गए लेकिन उन पर क्रमशः नहीं किया गया जिसके कारण रेलवे एम्प्लाइज और रेलवे एडमिनिस्ट्रेशन के बीच काफिरेंस में कमी आ गई है। वह समझते हैं कि आप वास्तव में जो यहाँ पर कहते हैं उस पर क्रमशः नहीं पाता है। यहाँ पर बार-बार यह

कहा गया कि जिन लोगों पर सैन्टाज और वायलेन्स के चार्ज नहीं हैं उनको वापिस ले लिया जायेगा नौकरी में, जो कि एप्लाई करेंगे लेकिन फिर भी उस पर अमल नहीं किया गया। आखिर यह कब तक चलता रहेगा? जब आपकी मंशा साफ है तो क्यों नहीं कहते कि अमुक तारीख तक या आज तक जिन्होंने एप्लाई किया है और जिनके खिलाफ इस तरह के कोई चार्ज नहीं है उनको मुक्त किया जाता है। हमको मालूम है और शायद आपको भी मालूम होगा कि अलग-अलग लेबल पर अफसरों को परमनल ग्रज रहा है, चाहे वह किसी भी कारण से हो, ट्रेड यूनियन काजो तरीका है उसमें अपने राइट के लिए कर्मचारी लड़ते हैं, लेकिन अब सरकारी अधिकारी परमनल ग्रज को लेकर बदला ले तो बड़े दुख की बात है। मैं चाहूंगा मंत्री जी इस पर स्वतः ध्यान दें।

MR. SPEAKER: The hon. Member will continue after lunch. The House stands adjourned to re-assemble at 2.00 P.M.

13. hrs.

The Lok Sabha adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.

[MR DEPUTY-SPEAKER in the Chair]

RESOLUTION RE. RATE OF DIVIDEND PAYABLE BY RAILWAY UNDERTAKING TO GENERAL REVENUE—Contd.

MR. DEPUTY SPEAKER: Shri R. P. Yadav will continue his speech.

श्री राजनंद प्रसाद यादव : उपाध्यक्ष जी, मैं कह रहा था कि किस प्रकार कर्मचारियों और रेलवे प्रशासन के बीच विश्वास की कमी हो गई है। मैं माननीय मंत्री जी से

आग्रह करना चाहूंगा कि वे यहाँ पर वही बात कहें, जिसको वे कर सकते हैं। आप देखें कि इन्होंने गत साल यहाँ पर जितनी बातें कही, उनको ये कर नहीं पाये। इसलिये आइन्दा वे वही बात यहाँ कहें जिसको वे कर सकते हैं।

मैं एक उदाहरण देना चाहता हूँ— एक आल इण्डिया रेलवे गार्ड्स कौन्सिल है जिनमें मार्च, 1974 में वर्क-टु-रूल मूवमेंट किया था और बाद में कुरेणी साहब ने उस में इन्टरवीन किया था। उनके साथ एक एग्रीमेंट हुआ था जिसमें कहा गया था कि उनको रिवाइज्ड ग्रेड्स मिलेंगे। आज 22-23 महीने उस बात को हो चुके हैं, लेकिन अभी तक वह इम्प्लीमेंट नहीं हुआ, समय पर समय बीतता जाता है, हमेंशा यही कहा जाना रहा कि अब करेंगे तब करेंगे, लेकिन हुआ कुछ नहीं। इस लिये मैं कहना चाहता हूँ कि आप जो कहें, उस को अवश्य करें।

यहाँ पर पिलफेज और थैपट का जिक्र किया गया है। एमजेंसी के चलते थोड़ा घटा अवश्य है लेकिन वह अभी तक निर्मूल नहीं हुआ है। मैंने इस सम्बन्ध में पहले भी निवेदन किया था और आज फिर आग्रह करना चाहता हूँ कि रेलवे के जो लायर्स होते हैं, उनका पैन्ल बनाया जाय। बहुत सी जगह पर लायर्स पाटो से मिल जाते हैं और रेलवे को एडवाइस करते हैं कि उस मुकदमे को लड़ने में कोई फायदा नहीं होगा, इसमें रेलवे का नुकसान होगा। मैं समझ नहीं पा रहा हूँ कि आप लायर्स का पैन्ल क्यों नहीं बनाते हैं, आपके पास ऐसा पैन्ल अवश्य होना चाहिये, अगर कोई लायर ठीक काम नहीं करता है, तो दूसरे को केम दिया जा सकता है।

बीस सूत्री कार्यक्रम में बेरोजगारों को रोजगार देने के बहुत बड़े कदम उठाये गये हैं।

[श्री राजेन्द्र प्रसाद यादव]

रेलवे मन्त्रालय ने भी ऐसा कहा था कि हमारे यहां जो कैंटीन्स और रिफ्रेशमेन्ट रूम्स हैं, उनको बेरोजगारों को दिया जायगा, लेकिन मुझे दुख के साथ कहना पड़ता है कि ऐसी बातें कागज पर ही रह जाती हैं, नीचे पड़ने पर उनका इम्प्लीमेंटेशन नहीं होता है। आपका दिया हुआ वायदा, केवल वायदा रह जाता है। इसलिये मैं आपसे आग्रह करना चाहता हूँ कि आपने जो घोषणा की है, उसको पूरा करे और रेलवे के कैंटीन्स और रिफ्रेशमेन्ट रूम्स बेरोजगारों को दें।

एक बात मैं ट्रान्सफर के बारे में कहना चाहता हूँ—इस सम्बन्ध में आपकी कोई डफिनिट पालिसी नहीं है, जिन के बारे में एप्रोच होता है, उनका ट्रान्सफर हो जाता है, वरना ऐसे बहुत से आदमी हैं जो 18-18 साल से एक ही जगह पर जमे हुए हैं। आज सरकार के विभिन्न विभागों में तीन वर्ष के बाद ट्रान्सफर होना लाजिमी होता है, लेकिन आपके यहां इस नियम का पालन नहीं होता है। आज जो आदमी तीन वर्ष से ज्यादा एक ही जगह पर जमा हुआ है, उसकी खराबियां सामने नहीं आ पाती। उदाहरण के तौर पर बरौनी में जो स्टेशन सुप्रीन्टेन्डेंट हैं, वे 14 साल से वहीं चले आ रहे हैं और आप उनको बदल नहीं पा रहे हैं। इसलिये मैं आपसे आग्रह करना चाहूंगा कि आप उस पालिसी को अवश्य मद्देनजर रखें जिसके बारे में आप यहां कुछ कहते हैं।

मैं एक बात और कहना चाहता हूँ—बार-बार आपने इसी फ्लोर पर कहा है कि स्वर्गीय श्री ललित नारायण मिश्र जी ने जितने वायदे किये थे, जो कमिटमेंट्स किये थे, उनको आप अवश्य पूरा करेंगे। उन्होंने अपनी एक पब्लिक म्पीच में कहा था कि इसी फरवरी से, जो आनेवाली है, दौरेम-मधपुरा से सिधेश्वर लाइन चालू हो जायगी।

सिधेश्वर एक घासिक स्थान है जहां बहुत बड़ा मेला लगता है, और देश का सब से बड़ा हाथी का मार्केट है। उसका सर्वे भी कम्पलीट हो चुका है, लेकिन अभी तक बायो की कोई कार्यवाही नहीं हुई है। मैं आपसे आग्रह करना चाहूंगा कि आप अपने अगले बजट में इसको अवश्य इन्क्लुड करें, ताकि मिश्रा जी की आत्मा को शान्ति मिल सके। इन्हीं शब्दों के साथ मैं आपके प्रस्ताव का समर्थन करता हूँ।

MR. DEPUTY-SPEAKER: This debate is with regard to the recommendations made by the Railway Convention Committee and it should not become a general discussion on the functioning of the Railways.

I will call two more names and I hope they will keep this in mind.

Shri Singh Deo.

SHRI S. N. SINGH DEO (Bankura): I rise to support the resolution moved by the hon. Railway Minister, Shri Mohd. Shafi Qureshi.

It is needless for me to say again that since the promulgation of emergency there has been a marked and definite improvement in the functioning of our railway system and administration.

MR. DEPUTY-SPEAKER: You have started with just what I said.

SHRI S. N. SINGH DEO: Difficulties are there in my constituency which I want to highlight. I would not say much about the improvements which everybody knows. I will touch upon only certain aspects of the functioning of the railways. I would not take the time of the House and I will confine myself only to a few points particularly with regard to my constituency, the District of Bankura.

In my district of Bankura there is one railway called the Bankura-Damodar River Railway which is a narrow gauge system. It is a very old and worn-out narrow gauge system running in great deficit. I am told that the extent of loss to the railways is about Rs. 24 lakhs per year. There is a popular demand for converting this narrow gauge railway system into a broad gauge system and connect it to Burdwan Junction with a bridge over the river Damodar. This will then not only give more revenue to the railways but also greatly help the people of that area who are mostly backward and are lagging behind due to want of proper communications.

Another point I want to emphasize is regarding the narrow gauge railway link between Kotsila Junction and Purulia Junction in the district of Purulia which is only 24 km in length. This should be converted into broad gauge which would directly connect Ranchi with Calcutta via Purulia.

This would be the shortest distance between Ranchi and Purulia. This is a very popular demand of the area and so far as I know necessary survey work etc., in this connection has long been completed. This will improve the economy of the area.

श्री विभूति मिश्र : (मोतीहारी) :
 उपाध्यक्ष महोदय, मैं माननीय कुरेशी के प्रस्ताव का हृदय से स्वागत करता हूँ और उनसे अप्रसन्न हूँ कि मेरी दो, तीन बातों पर ध्यान दें। एक तो यह है कि मुजफ्फरपुर से सोनपुर तक बड़ी लाइन ले जाते हैं जिसका नतीजा यह होता है कि अगर हम लोग यहाँ से लखनऊ जायें तो वहाँ से रेलगाड़ी से उतरे, फिर लखनऊ से चले तो सोनपुर में उतरें, सोनपुर से चले तो मुजफ्फरपुर में उतरें, फिर मुजफ्फरपुर से छोटी लाइन पर चढ़ें तो मोतीहारी और बेनिया जाये चम्पारन की तरफ। हम लोग नेपाल के पास एक कोने

में रहते हैं हमारा कोई दुश्मन देखने वाला नहीं है। मुसीबत में हम लोग रहते हैं। महात्मा गांधी जी ने गुजरात से आ कर के, अफ्रीका से आ कर के चम्पारन के लोगों को गुलामी के पंजे से छुड़ाया, लेकिन आज हमारी सरकार है तो कम से कम इनको तो देखना चाहिये कि हमारी क्या हालत है।

दूसरी बात यह है कि मीटर गेज से बड़ी गेज करने की बात थी, और स्वर्गीय ललित बाबू ने कहा था, बदकिस्मती से उनका निबन्ध हो गया, देश को बड़ी क्षति हुई, उन्होंने कहा था कि मुजफ्फरपुर से हम रेलगाड़ी से मोतीहारी होने हुए, सुगौली होने हुए दरभंगा आयेंगे, और यह देख लेंगे कि किस में ब्राड गेज होना चाहिये। लेकिन वह आज तक नहीं हुआ है।

तीसरी बात यह है कि प्रधान मंत्री ने बगहा में पुल बनाने के लिये उद्घाटन किया था लेकिन वह काम बहुत धीमी गति से चल रहा है। माननीय कुरेशी ने कहा था कि इस पुल के बन जाने में 57 मील का फायदा कम हो जायेगा। अभी तक पुल निर्माण के काम में कोई प्रगति नहीं हुई है।

जहाँ तक रेवेन्यू आर्निंग की बात है, एक तरफ तो सरकार ने सबकी ज़िम्मेदारी ले ली, सीलिंग भी इम्पोज़ हो रही है, लेकिन रेलवे ने व्हीलर कम्पनी को एक तरह से मोनोपली दे रखी है। मेरा कहना है कि आप यह काम शिक्षित बेरोजगार प्रेजुएट्स को दें। इसी तरह से स्वर्गीय ललित बाबू चाहते थे कि पटना में रेलवे का पुल बन जाये हमने अभी हाल की बाढ़ में देखा कि इस पुल के अभाव में, जब पटना में चारों तरफ पानी दिखाई देता था, उत्तर बिहार बिल्कुल कट आफ हो गया था। दक्षिण, बिहार में केवल गया की लाइन खुली थी। तो कम से कम उत्तर बिहार के लिये आप पुल बनायें। हम माननीय राज बहादुर से भी कहते हैं कि जब तक पुल

[श्री विभूति मिश्र]

न बने तब तक आप हवाई जहाज की सुविधा प्रदान कर दें जिससे वाइ आदि जैनी विपणि के समय लोग आ सकें। लेकिन आज तक उस दिशा में भी कुछ नहीं हुआ है। मेरी मांग है कि उत्तर बिहार वालों के लिये पटना में रेलवे का पुल बनना चाहिये।

जहाँ तक पिलफरेज का सवाल है मेरा कहना है कि आप अपने आदमियों को हिदायतें करें। अभी जो थोड़ा बहुत सुधार हुआ है उसमें फिर से िल हूँ न लगी है। इसलिये मैं चाहता हूँ कि कर्मचारी समय से काम करें ताकि यह सुधार कायम रह सके।

ब्राच लाइन की हालत बहुत ही बुरी है। हम लोग मुजफ्फरपुर में मोतीहारी तक जाते हैं रात को, तो गाड़ी में बिजली नहीं रहती, पानी नहीं रहता है। आपको इसकी देख-भाल करनी चाहिये। मन लाइन को तरफ तो सब लोग ध्यान देते हैं, लेकिन ब्राच लाइन की तरफ कोई ध्यान नहीं देता। इसलिये मेरा मंत्री जी से निवेदन है कि आप हमारी दिक्कतों को दूर करें।

श्री राम नारायण शर्मा (धनबाद) :
 उपाध्यक्ष महोदय, रेलवे कवेशन कमेटी की सिफारिशों पर जो प्रस्ताव माननीय मंत्री जी ने रखा है उस का मैं समर्थन करता हूँ। रेलवे में इतना बड़ा इन्वेस्टमेंट है, इतने लोग का करते हैं और कमेटी ने जो एक निश्चित रकम रिजर्वेंस की है तो अजकल के उद्योग के जमाने में इस विभाग की औद्योगिक लाइन के ऊपर चलना चाहिये और इस को भी अपना डिविडेड, जैसे और इंडस्ट्री देती है, उसी तरह से मुनाफा कमा कर के डिविडेड देने की कोशिश करनी चाहिये। जहाँ पर 3,000 करोड़ का इन्वेस्टमेंट हो वहाँ पर इतनी छोटी रकम रिजर्वेंस में जाय तो वह मुनासिब नहीं दीखता।

उपाध्यक्ष महोदय, मैंसे इन दिनों रेलवे में काफ़ी तरक्की हुई है, इस की ऐंफोशियेसी देखने में आती है जैसे रेलों का समय पर चलना और खास कर के गुडम ट्रेफ़िक में तरक्की हुई है जैसी की आज तक कभी नहीं हुई है, और खास कर कोयला उद्योग में जो इन की औकरिंग लगभग 6,000, 7,000 बैगन्स तक मैक्सिमम जाती थी, आज प्रति दिन 9,000 बैगन्स बल्कि उस से भी अधिक देने में समर्थ है और कोयला उद्योग के सामने जो ट्रांसपोर्ट की दिक्कत रहती थी, वह दिक्कत आज नहीं है। बल्कि यहाँ तक रिपोर्ट आती है कि बैगन्स बहुत से खाली चले जाते हैं। तो जो इतनी तरक्की दिखाई देती है इस के लिये मैं मंत्री जी को बधाई देना हूँ। ताज्जुब होता है कि सारी बीजों के बावजूद मारे कर्मचारी वही अधिवारी वही और इन्हीं लोगों के द्वारा 26 जून, 1975 के पहले का जो स्थिति थी वह बहुत ही दर्दनाक थी और रेलवे विभाग सब से नीचे की सतह पर जा रहा था लेकिन आपात-कालीन स्थिति के लगते ही रातों रात ऐंफोशियेसी में सुधार हो गया। इस आपात स्थिति ने लोगों की आंखें खोल दी और रातों रात लोगों को कर्त्तव्य परायण बना दिया। आज उन की कर्त्तव्य निष्ठा जो नजर आती है मेरा ख्याल है कि अनुशासन का डंडा उन की पीठ पर दिखाई देता है जिस की वजह से यह कर्त्तव्य परायणता है, इस के लिये वह धन्यवाद के पात्र है।

स्वर्गीय ललित बाबू ने अपनी एक आल इंडिया रेडियो को दी गई वार्ता में बताया था कि धनवाद से सिंदरी तक पैसेंजर ट्रेफ़िक दी जायगी। उस की तरफ हम ने जनरल मैनेजर और मंत्री जी का ध्यान आकषित किया, लेकिन अभी तक वह वायदा पूरा नहीं हुआ है। जो वायदे किये गये हैं उन का निर्वाह वर्तमान अधिकारियों को करना

चाहिये जिस से लोगों को राहत पहुँचे, खाम कर के औद्योगिक क्षेत्र के लोगों की। सिदरी में फटिलाइजर का एक कारखाना है वहाँ के लोगों को यह राहत नहीं पहुँच पाती है। रेलों के चलाने में जहाँ आमदनी का ध्यान दिया जाता है कि उस में कितना गुडम ट्रैफिक मिनेगा, कितनी आमदनी होगी, वहाँ उन औद्योगिक क्षेत्रों में जो बसने वाले लोग हैं उन की भी सुविधाओं का ध्यान सरकार को देना चाहिये, खामनौर में उन्हें दिल्ली तक आने जाने की सुविधा होनी चाहिये। जैसे जनता एक्सप्रेस या जयन्ती जनता चलती है वैसी ही गाड़ियों का आदान-प्रदान उधर से भी होना चाहिये। औद्योगिक क्षेत्रों में वे सब चीजें नहीं आ पाती हैं

मन्त्री महोदय ने समय-समय पर घोषणा की है कि 1974 की हड़ताल में किसी न किसी तरह से जो लोग आज भी कार्य में मुबत बँडे हुए हैं और उन पर कोई सेबोटैज का या बायोनैस का चार्ज नहीं है, ऐसे लोगों को वापिस नौकरी पर ले लिया जाएगा। यह सरकार का वादा भी है। सरकार को चाहिये कि ऐसे लोग जो लगभग तीसरी हैं और जा बँडे हुए हैं और उन में से बहुत से लोगों पर इस तरह का कोई चार्ज नहीं है उनको तो वह कम से कम काम पर लगा दे।

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI). Sir, I am grateful to the hon. Members who have taken part in this debate on the Resolution and for the kind words they have spoken about the operational performance of the railways. This could not be achieved but for the untiring efforts of our employees whether they be in the Railway Board or gangmen in the tracks. It is with a new sense of devotion of dedication and discipline that our employees have put themselves to this great task of improving the overall efficiency in

the railways. I hope that with their cooperation we will be able to sustain the efforts to maintain the tempo of efficiency

In the beginning of this debate on the Resolution, Shri Samar Mukherjee was a little critical about the railway finances. Sir, this Railway Convention Committee came into existence in 1924 by a Resolution passed in the Central Legislature. Then the first Committee about to be formed was in 1949. The idea was to have a fresh look at the arrangements of finances between the railways and the general finances as to what dividend should be paid to the General Revenue and when there are any surpluses, how that should be apportioned between the general finances and the railways. Then, subsequently the whole thing was reviewed by the Committees in 1954, 1960, 1955, and 1971. Now the present Committee's recommendations are before this House.

With regard to the financial position in the railways I think the hon. Members will have an opportunity of discussing it in greater details when the railway budget is presented to the House. I do not therefore, want to dwell on this problem at this stage. And more information would be available to the hon. Members at that time. But I can tell the hon. Members one thing that the efficiency in the railway operations has shown a considerable improvement. Today our workshops are very busy and active in the sense that a large number of wagons are being sent out now from the workshops to be utilised on the open tracks and the efficiency has gone up to 33 per cent which is a big improvement. The originating loading on the Indian Railways is at a record level of 25,150 wagons per day on the broadgauge during December 1975 as against the previous year's best record of 24,100 wagons in November 1974. Similarly, the passenger traffic has also gone up. It is not correct to say that both the goods traffic and the passenger traffic

[Shri Mohd. Shafi Qureshi]

has gone down. That is why I have made a submission that when the full figures are available the hon. Members will have an opportunity of discussing these things in greater details when the railway budget is presented.

One or two other problems were raised by the hon. Members. One of the problem touched upon by the hon. Members from both sides of the House was about the treatment meted out to the employees who had participated in 1974 strike. I have made it clear in this hon. House umpteen times that we do not have any policy of wreaking vengeance on our own employees. It is true that some of our employees were misled by certain leaders and, possibly they had ulterior motives and they did not have any good for the railway employees at their hearts. Out of 16,898 employees who were dismissed or removed from service, 16,057 have been taken back. That gives a total number of 841 which means about 5 per cent of the total. This means about 5 per cent of the total. Out of this, 70 people have not yet appealed and 456 people have gone to the Court. This leaves a balance of 315. If the hon. Members still feel that the number is bigger, we will have an open mind on this. These employees can file second appeals or appeal to the Minister and their cases will be considered. But, ultimately, Sir, there will be only a few employees left who possibly may not find a job in the Railways. Hon. Members should realise this because there are people against whom there are charges of murder, sabotage, violence and intimidation. Those cases are pending before the Courts. If the Courts give judgements in their cases and if they are found guilty, I am sorry to say very plainly that we will not take back such employees in the Railways. But, their number will be very small.

श्री रामाबतार शास्त्री (पटना) :
जिन पर कोई चार्ज सबोटज या बायोलेस

का नहीं है ऐसे लोगों के बारे में मैं आपको बता चुका हूँ और फिर बताने को तैयार हूँ, घनबाद के ये लोग हैं, उनको आप लेने को तैयार नहीं हैं—

SHRI MOHD. SHAFI QURESHI: Sir, I have given the figures. If the hon. Member can bring to my notice any cases where employees are not involved in such cases, where there are no charges of violence or sabotage against them, certainly, we will take back such employees. There is nothing which can stop us from doing so. But, there are people who have gone to the Courts themselves. With regard to Court cases and appeals, I would like to make it clear that we will go in appeal only on legal points, only in cases where some legal interpretation is required; in such cases, we will certainly go in appeal, and get a verdict from the highest Court, namely, the Supreme Court. But, where on factual side we find that the employees possibly have not been involved in such things, we will be liberal and we will not go in appeal against those employees. But, where a point of law is involved, where we have to seek the legal interpretation of the highest Court, certainly, we will go in appeal against the orders of the High Courts, to the Supreme Court and get a clear verdict on that. I have made this clear many times not only to Shri Samar Mukherjee, but to my hon. friend Shri Shastri also.

SHRI SAMAR MUKHERJEE: What about the casual labourers. (Interruptions).

MR. DEPUTY-SPEAKER: Order please. Mr. Shastri, you have had your say.

SHRI MOHD. SHAFI QURESHI: It was very unfortunate that these casual labourers should have been involved in this 1974 strike and it was on the advice of some people outside that they were mis-led into this type of

activity. Now, Sir, with regard to the casual labourers, I have made it clear that their job is of a casual nature. Now, they have gone out of their jobs by themselves, voluntarily. But, we are still trying to be considerate towards them and as I said earlier on, those people who were working as casual labourers will be taken back on such works where the works are now being restarted. There is no question of keeping these people away. But, the point is, there is no work for them at the moment

SHRI SAMAR MUKHERJEE: How many are outside?

SHRI MOHD. SHAFI QURESHI: I think, it is less than 2000. I do not have the exact figures with me now. But, it should not be more than 2,000.

Sir, a reference was made to the Arrah-Sasaram light railway. I have already stated that this railway company is working under an agreement with the district authorities of Shahabad who subsidise the loss of this company to the extent of an amount not exceeding Rs. 88,000. The Central Government did not have any financial or contractual obligations with the company. But, Sir, when we found that in February 1975 that the company was threatening a closure and on that account a large number of people would be rendered unemployed, the Central Government agreed to enter into a financial arrangement with the company for a period of three years with effect from 1-4-1975 under which the Central Government would bear all the working losses of the company. The company was also given a ways and means advance of Rs. 2.5 lakhs with interest at 6 per cent. If the company is unable to repay this advance by March 1976, the advance would be set-off against the subsidy payable to the company by the Central Government. Sir, again, after the Central Government entered into this financial arrangement with the company, the Government of Bihar have agreed to increase their

subsidy payable to the company from Rs. 88,000 annually, to Rs. 1.25 lakhs. As the Central Government have agreed to subsidise the working losses of this company for a period of three years during which the company is expected to improve its financial viability and performance, the nationalisation of this railway has not yet been considered necessary.

SHRI SAMAR MUKHERJEE: Already it is closed.

SHRI MOHD. SHAFI QURESHI: It is not closed. We have given them money. It is functioning.

SHRI SAMAR MUKHERJEE: From 4 December it was closed. Due to the intervention of the district administration, on the condition that the employees would be paid their wages, it was started. For two months they are getting no money. Today, 15 Jan. 1976, is the last day. Assurance was given that by this day they would be paid their back wages. On that assurance only for a few days the trains have been running. But there is no light, nothing of the kind. After 6 p.m. the trains will not run.

SHRI MOHD. SHAFI QURESHI: I have already said that the Central Government have given them Rs. 2.5 lakhs. (Interruptions).

MR. DEPUTY-SPEAKER: What is this wrangling about? You have made your point.

SHRI SAMAR MUKHERJEE: That railway must be taken over. That is the demand.

SHRI MOHD. SHAFI QURESHI: With regard to the Fatwa-Islampur Light Railway Company, there is an agreement with the Central Government under which the Government of India have guaranteed a minimum return of 3½ per cent of the paid up share capital of the company. If, however, the net receipts in one year exceed the amount sufficient to pay interest at 5 per cent on the paid up

[Shri Mohd. Shafi Qureshi]

share capital of the company, the excess is divided equally between the Company and the Government. The Government has the option to purchase the Company after every ten years. Commencing from 31 March 1948, the last option which fell due on 31 March 1968 was not exercised as the purchase was not found to be financially viable. The working of this light railway has been satisfactory and the Company has no financial difficulties in the running of this railway. Nationalisation, therefore, is not considered necessary at this stage.

SHRI SAMAR MUKHERJEE: That is not a fact.

SHRI MOHD. SHAFI QURESHI: These are the facts I am giving (Interruptions).

SHRI SAMAR MUKHERJEE: I have recently got telegrams....

MR. DEPUTY-SPEAKER: Nothing will be achieved by this wrangling.

SHRI MOHD. SHAFI QURESHI: Shri Daga, who is not here, referred to goods traffic going down. He said that a lot of traffic is diverted to road transport. It is a fact that after 1965 we have had some goods traffic going to roads. It is natural because road service in certain areas is more efficient. Deliveries can be taken from the factory itself and the goods handed over at the premises of the consignee. In order to meet this competition from the road side, the policy Government are now evolving is that both have to be complementary and supplementary to each other. We are trying to avoid competition. In backward/hilly areas, I think it would be a more economical and viable proposition to have roads built, feeder roads which can be linked to the main roads and to railways, and where the railways are in a position to carry long-distance commodities at normal rates, I think the railways should be allowed to play their part. There are no two opinions on

this. There is absolute co-ordination between railways and road transport. In fact, we are now paying some amount to road transport. In order to achieve this co-ordination in the field of transport services the railways participate financially in the State Road Transport Corporations wherever they are set up by State Governments under the Road Transport Corporation Act of 1950. The total investment of the railways in 13 State Road Transport Corporations at the end of 1972-73 amounted to Rs. 35.14 crores. So that shows that there is co-ordination between road transport and rail transport.

As for other matters, Shri Bibhuti Mishra raised a local matter. He wanted a particular train to run on a particular day on a particular route. I have told him these are matters which can be discussed mutually and agreement reached (Interruptions)

MR. DEPUTY-SPEAKER: He is not in a position to give any assurance. He will take note of these things.

SHRI MOHD. SHAFI QURESHI: Most of the points have been covered. With these words, I commend the Resolution to the acceptance of the House.

MR. DEPUTY-SPEAKER: The question is:

"That this House approves the recommendations made in paras 4, 5, 15, 16, 17 and 23 contained in the Eleventh Report of the Committee appointed to review the rate of dividend payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance which was presented to Parliament on 9th January, 1976.

"That this House further directs that the action taken by Government on the other recommendations made in this Report, as well as in the Eighth and Ninth Reports, should be reported to the Committee"

The motion was adopted.

14.34 hrs.

**SUPPLEMENTARY DEMANDS* FOR
GRANTS (GENERAL), 1975-76**

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (General) for 1975-76.

**DEMAND NO. 1—DEPARTMENT OF
AGRICULTURE**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 10,00,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Department of Agriculture'."

DEMAND NO. 6—DEPARTMENT OF FOOD

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 17,55,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Department of Food'."

**DEMAND NO. 11—MINISTRY OF COM-
MERCE**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 19,62,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Ministry of Commerce'."

**DEMAND NO. 12—FOREIGN TRADE AND
EXPORT PRODUCTION**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 1,18,04,000 on Revenue Account and not exceeding Rs. 65,02,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Foreign Trade and Export Production'."

**DEMAND NO 19—DEFENCE SERVICES—
ARMY**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 92,12,13,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Defence Services—Army'."

**DEMAND NO. 20—DEFENCE SERVICES—
NAVY**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 5,15,11,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Defence Services—Navy'."

**DEMAND NO. 21—DEFENCE SERVICES—
AIR FORCE**

MR. DEPUTY-SPEAKER: Motion moved;

"That a Supplementary sum not exceeding Rs. 11,29,70,000 on Revenue Account be granted to the

*Moved with the recommendations of the President.

[Mr. Deputy-Speaker].

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Defence Services—Air Force'

DEMAND NO 24—DEPARTMENT OF EDUCATION

MR. DEPUTY-SPEAKER. Motion moved.

"That a Supplementary sum not exceeding Rs. 8,00,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day March, 1976 in respect of 'Department of Education' "

DEMAND NO. 27—MINISTRY OF ENERGY

MR. DEPUTY-SPEAKER Motion moved

"That a Supplementary sum not exceeding Rs. 89,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Ministry of Energy'."

DEMAND NO 38—POWER DEVELOPMENT

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 15,00,00,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Power Development' "

DEMAND NO 29—COAL AND LIGNITE

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 50,00,000 on Revenue

Account and not exceeding Rs. 4,50,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Coal and Lignite'."

DEMAND NO 41—OTHER EXPENDITURE OF THE MINISTRY OF FINANCE

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 3,12,50,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Other Expenditure of the Ministry of Finance'."

DEMAND NO 52—DELHI

MR. DEPUTY-SPEAKER Motion moved

"That a Supplementary sum not exceeding Rs 7 50,00 000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Delhi' "

DEMAND NO 59—INDUSTRIES

MR. DEPUTY-SPEAKER. Motion moved.

"That a Supplementary sum not exceeding Rs 20,00,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Industries'."

DEMAND NO. 63—INFORMATION AND PUBLICITY

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,000 on Revenue

Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Information and Publicity'."

DEMAND No. 69—MINISTRY OF PETROLEUM AND CHEMICALS

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 4,73,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Ministry of Petroleum and Chemicals'."

DEMAND No. 77—PORTS, LIGHT HOUSES AND SHIPPING

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 7,87,87,000 on Revenue Account and not exceeding Rs. 24,73,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Ports, Light Houses and Shipping'."

DEMAND No. 78—ROAD AND INLAND WATER TRANSPORT

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,19,21,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Road and Inland Water Transport'."

DEMAND No. 79—DEPARTMENT OF STEEL

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 9,94,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Department of Steel'."

DEMAND No. 80—DEPARTMENT OF MINES

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,00,000 on Revenue Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Department of Mines'."

DEMAND No. 81—MINES AND MINERALS

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,00,00,000 on Revenue Account and not exceeding Rs. 8,10,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Mines and Minerals'."

DEMAND No. 84—DEPARTMENT OF REHABILITATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 45,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1976 in respect of 'Department of Rehabilitation'."

**DEMAND NO. 95—ATOMIC ENERGY RE-
SEARCH DEVELOPMENT AND INDUSTRIAL
PROJECTS**

MR. DEPUTY-SPEAKER Motion moved:

"That a Supplementary sum not exceeding Rs. 1,65,00,000 on Revenue Account and not exceeding Rs 10,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Atomic Energy Research Development and Industrial Projects'."

**DEMAND NO. 96—NUCLEAR POWER
SCHEMES**

MR DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 9,00,000 on Revenue Account and not exceeding Rs 28,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Nuclear Power Schemes'."

**DEMAND NO 103—DEPARTMENT OF
SPACE**

MR DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 1,00,00,000 on Revenue Account and not exceeding Rs 1,25,00,000 on Capital Account be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976 in respect of 'Department of Space'."

SHRI B. N. REDDY (Niryalguda). Mr. Deputy-Speaker, while rising to speak on the supplementary demands. I want to mention something relating

to what is happening in Andhra Pradesh. Those incidents in Andhra Pradesh will show that the Government is using emergent methods to suppress the legitimate demands of the workers.

MR. DEPUTY-SPEAKER: You are aware of the rules that the discussion should relate only to those items of demands that are mentioned in the supplementary demands.

SHRI B. N. REDDY: Item 51 is there, it relates to Home Ministry.

MR. DEPUTY-SPEAKER: It may be there. Will you kindly read out the demands?

SHRI B. N. REDDY. Item No. 51: other expenditure of the Ministry of Home Affairs, Rs. 24,55,000

MR DEPUTY-SPEAKER There is an explanatory note that this sum of Rs 24 lakhs is meant for some purpose, not for the whole of the Ministry. There are certain rules about this. Let us not twist them too far.

SHRI B. N. REDDY The incidents I want to refer to will show how the Home Ministry is working. These incidents will show that the Government police are suppressing the people, workers' movements, against the specific assurance given by the Prime Minister and also by the Home Minister that MISA would not be used against political parties. MISA is being used against our party, CPM indiscriminately, to suppress CPM activity and their leadership. In the IDPL factory in Hyderabad, there are 4000 workers. They earned a profit of Rs. 4.7 crores and in view of that the workers demanded some bonus. Instead of giving them bonus, the management handed over the entire plant to the police and the police party, more than 10 thousand strong, came in and exploded tear gas shells and actually established a military

came there in the factory in the capital of the State. 150 persons were implicated in criminal cases and 25 persons were being detained.

There is an HMT plant in Hyderabad where 3000 men are working. In view of their good performance during the year 1974-75, they demanded bonus. But instead of giving them bonus, the police arrested the general secretary of the union under MISA, in addition to eight leaders who also had been put in jail. The wages of those workers are also not being paid and their families are suffering. In another plant, ECCL, there are 5,000 employees and there also the same thing is happening. Workers' leaders had been arrested indiscriminately. Simply for demanding bonus, the workers are being lathi-charged and harassed. In my State about 20 kisan CPM leaders have been detained under MISA, including the Agricultural Labour Union Secretary, and secretary of the State CPM. This is against the assurance given by the Prime Minister and the Home Minister that MISA would not be used for political purposes. A number of political murders are taking place in my district of Nalgonda. Recently 6 political murders took place in my district.

Coming to the demand about agriculture, I submit that the prices of agricultural products have come down to less than half the normal prices. The entire agricultural market is in a grave crisis. This hits hard the middle-class and poor peasantry.

MR. DEPUTY-SPEAKER: We have met after a long time and it is good we remind ourselves about the procedure in discussing supplementary demands. The first is that we refer only to those items of demands which are listed in the supplementary demands. We do not even go to the principle underlying the main demand. Let us remember this.

Mr. Reddy referred to Demand No. 51 under the Home Ministry. I took

the trouble of looking up the demands. There is no such thing as Demand No. 51 under the supplementary demands. There is Demand No. 52 under the Home Ministry but that relates only to the expenditure of the Delhi Administration. It has nothing to do with Andhra Pradesh. Secondly, any kind of thing that happens within the State is the responsibility of that State, when there is a Government in that State and we do not refer to that.

Mr. Banerjee is also very quick to defend his colleague, so that he also may have an opportunity to go out of the limit. He referred to Demand No. 51 under the excess grants, but that relates only to pensions to freedom fighters and certain post-matric scholarships to scheduled castes and scheduled tribes. Please keep these things in mind.

SHRI DINEN BHATTACHARYYA (Serampore): Please be flexible.

MR. DEPUTY-SPEAKER: I am the most flexible person, if you are playing within the limits of the game. But if you go out, it is my duty to point it out. Otherwise, there is no point in my sitting in this chair to guide the proceedings of the House.

SHRI S. M. BANERJEE (Kanpur): I shall confine myself to Demand No. 11, dearness allowance to the Central Government employees and Demand No. 1, which deals with the transfer of the National Textile Corporation from the Ministry of Industrial Development to the Commerce Ministry. The National Textile Corporation, which has under its fold 103 textile units, is under the Commerce Ministry. A demand has been made in this House that some of the sick textile units should be taken over by the Government. Not only in this House, but recently in the national apex body of the All India Textile Committee a demand was made unanimously by the workers that sick textile units like Luxmi Rattan Textile Mill and

[Shri S. M. Banerjee]

Atherton West Mills should be taken over. I am happy that in the apex body, which was recently attended by the hon. Prime Minister, a demand was made that the National Textile Corporation should take over these two textile units. I want to know from my hon. friend, Shri Vishwanath Pratap Singh, the Deputy Minister dealing with the matter, what has happened to that demand.

I am happy to tell you that I took up the matter with the UP Governor, because we have no Chief Minister. I may state here that the previous Chief Minister had supported this contention of mine. The Governor, on 10th January 1976, in reply to my telegram, replied

"My dear Shri S. M. Banerjee,

I have received your telegram, appreciating the steps which the State Government was taking to persuade the Central Government to take over the three closed industrial units in Kanpur.

The closure of Luxmi Rattan and Atherton West Mills and the Kanpur Jute Udyog has been a matter of concern for the State Government and the intervention of the Union Government in that respect has been urgently requested. I do hope that the final decision in this regard would be taken soon and the question mark appearing in the "Pioneer" of January 7, would eventually be answered in the affirmative. With best wishes,

M. Chenna Reddi."

When the State Government have recommended the taking over of these units, when the apex body, irrespective of the party affiliations and trade unions, have recommended unanimously and jointly the taking over of these units, when the hon. Prime Minister came to the rescue of these 10,000 workers of Kanpur who were starving

in the streets, why is the Government taking such a recalcitrant attitude. I want a clear positive reply that these textile units, headed by those who have practically swindled it, would be taken over by the National Textile Corporation.

MR. DEPUTY-SPEAKER: It has nothing to do with this Demand.

SHRI S. M. BANERJEE: It has, slightly. I would request the hon. Minister to take over these mills.

My second point is on Demand No. 11. It is mentioned that additional dearness allowance has been sanctioned to the Central Government employees. Five instalments have been paid. What about the sixth instalment, which is long overdue? Recently the employees of the Income-tax department were given one month's extra pay and I was very happy. I congratulated both Shri Subramaniam and Shri Pranab Kumar Mukherjee. I now congratulate Shrimati Rohatgi also. It was a very correct decision which will help and encourage the employees to work with more enthusiasm. But when the Central Government employees have worked so nicely both before and after the emergency, why should they not be paid the sixth instalment of dearness allowance due to them? They should be paid that.

In the end I would like to refer to the sad plight of the Government pensioners in this country. When we are paying five instalments of dearness allowance to the Central Government employees, what about giving three or four instalments to the pensioners? They have not been given. I was told that Government was taking some decision. So, I request that Government may kindly announce here and now that the sad plight of the pensioners will be alleviated by giving them some financial benefit.

With these words, I support the Demands.

SHRI ERASMO DE SEQUEIRA (Marmagao): In these days when in spite of having misused a constitutional provision meant to meet a national emergency for meeting an emergency within the Congress Party, this Government insists that it is following the Constitution, I would like to bring to the attention of the House the manner in which we are prevented in this House from discharging one of our greatest constitutional responsibilities, which is exercising some control over the expenditure of the Government.

If you refer to Demand No. 73 at page 42, you will see that when the Budget was presented, a provision of Rs. 208 lakhs was included for loans to Central inland water transport. Now they come before us and tell us that what is required is Rs. 21 lakhs. This is more than double of what we were told initially. How is the House to exercise any control if this is the slipshod manner in which Budgets are presented to Parliament, and then Supplementary Demands come precisely for double of what was previously asked for?

At page 30 you will see that in the National Textile Corporation, the requirement of additional capital was assessed at Rs. 48.71 crores. At that time they asked us only for Rs. 28.71 crores. Now they come back and say that it is not Rs. 28.71, but they require Rs. 48.71 crores, the same figure as original. When there was an assessment already for Rs. 48.71 crores, they came and misled us in this House that they only required Rs. 28.71 crores. Now they give us the rest of the bad news. This is how Government handles this House, and this shows how little care it takes to see that the House is informed of the real position.

If you turn to page 25, you can see what has happened. Due to the delay in giving effect to the increase in coal prices, the cash losses incurred by

Bharat Coking Coal are Rs. 12.20 crores. Carelessness with time, delay in making a decision, and Rs. 12.20 crores of public money down the drain. This is how Government runs this country.

Kindly turn to page 14. We have been hearing, especially in this session, about how hard our Government is working in the international sphere to protect the interests of the developing countries. I suggest that you kindly read the last paragraph in that page. This year we are going to make an advance to the USSR, on the rupee payment account, of Rs. 305.02 crores. Can you imagine this? A developing country like India making such a large advance to a developed super power like the USSR. We preach one thing and practise another.

Then, look at p. 10. When we talk of austerity, we are told that more provision is necessary due to increased activity in the Ministry relating to export effort and more delegates going abroad. All of us who have been travelling are quite used to going to international airports and seeing that the largest population in the lobby consist of bureaucrats and Ministers from India. This is something that must stop. If the Government is serious, it must put a curb on travelling.

Coming to pp. 34-35, there is a demand for grant-in-aid to the Communication Centre, India which, according to the Government, aims at building up communication channel to disseminate information about national achievements. Here, I would like to record in this House a protest about how the media and how communication is being so grossly misused specially since the declaration of the alleged Emergency, not to put forward national achievements, but much more so to build up the ruling party as distinct from the nation itself. I know that at the Chandigarh session of the Congress party, there was a thesis presented which sought to identify

[Shri Erasmo De Sequerira]

the country fully with the ruling party. To me, this is a thesis which is dangerously fascist in content, because as long as we want to believe that there is a democracy, there will be belief that the party in power is merely running the Government and is not the Government itself.

With this in mind, I say, whatever may be the thesis of the Congress party, as long as they wish to convince the House that they are really constitutional, then they must distinguish between the party interest and the interest of the country, and even of the Government that they hold in trust for the people, and only for a period of our five-year term. Beyond that, we are all here as ticketless travellers.

Lastly, I come to demand No. 79. This is about the second pelletisation plant that is sought to be built in Goa. I would like to bring to the attention of the Government the tremendous amount of dissatisfaction there is in Goa about the site that has been chosen for this plant. The people of the village of Siroda, in Goa, have been protesting continuously now for several months, and no attention at all has been paid to their point of view. In fact, when the President was in Goa the day before yesterday, there were a hundred people peacefully standing there holding only black flags and they were all arrested. If they say that they are going to protect democracy in this country, as this Government claims—we, personally, believe that they are doing the contrary—then, surely, it is no crime for a hundred people to stand peacefully on the road holding black flags. Why should they be arrested?

If they say that it is democracy that they are trying to protect, how can they ride rough-shod over the people? There is a very reasonable point of view being put forward by the people in objecting to the site being chosen.

I would request the Government to please have a look at it and see that their point of view is fully taken into consideration.

15 hrs.

श्री हरी सिंह (खुर्द) उपाध्यक्ष
महोदय, मैं इन डिमाण्ड्स का समर्थन करने के लिये खड़ा हुआ हूँ। मैं समर्थन इस लिये कर रहा हूँ कि हमारे वित्त मंत्रालय ने अपने विभाग के द्वारा सारे देश में आर्थिक स्थिति को उँचा उठाने का प्रयास किया है और ऐसा मालूम पड़ता है कि हमारी सरकार और हमारे देश का आर्थिक ढाँचा अब मजबूत बुनियाद पर खड़ा हो कर देश के अन्दर खुशहाली और नई जिन्दगी लायेगा। इस काम के लिये मैं इस विभाग और इस के मंत्रीगणों को अपनी ओर से हार्दिक धन्यवाद देता हूँ।

उपाध्यक्ष जी, इस में जो एग्रीकल्चर सम्बन्धी डिमाण्ड पेश की गई है, उस में कहा गया है कि हम को लोन्ज और इनपुट्स के लिये किसानों को रूपया एडवांस करना है, जिसमें कृषि की उन्नति होगी। आज मचमुख मारे देश के किसान इस बात में बहुत प्रभावित हैं कि हमारी सरकार की नीतियाँ अब किसानों के प्रति बड़ी सहानुभूति के साथ चल रही हैं। आज वे महसूस करते हैं कि इस देश का शासन किसानों की उन्नति के लिये दृढ़ प्रतिज्ञ है—इस दृष्टि से यह डिमाण्ड बहुत उचित है। अगर इस तरह की प्रणाली बनी रहे और खेती के उत्पादन को एन्केज करने के लिये इस तरह का कार्य होना रहे—तो हमें ऐसे खर्चों को बड़ी खुशी से बर्दाश्त करना चाहिये।

मैं इस मौके पर उत्तर प्रदेश की चीनी मिलों की आप को याद दिलाना चाहता हूँ—जिन की तरफ पिछले सालों का किसानों का 14 करोड़ रूपया बकाया है। इस से किसानों के अन्दर बड़ी निराशा फैल रही है। मैं सरकार से आग्रह करना चाहता हूँ कि कोई ऐसा रास्ता निकालें जिससे किसानों का बकाया रूपया उन को मिल जाये।

इसी मौके पर—इन ग्रान्ट्स में टर्बोको बोर्ड की नई सर्वमिज के बारे में रुपया मन्जूर करने का जो प्रश्न आया है—उस के सम्बन्ध में कुछ कहना चाहता हूँ। उपाध्यक्ष जी, न्यू सर्वमिज के लिये जो पैमेंट होना है, वह ठीक है, आप अवश्य करें, लेकिन इस बात पर भी हमें गौर करना चाहिये कि हमारे देश का करोड़ों रुपया बाहर जा रहा है। मुझे प्रसन्नता है कि हमारा वित्त मन्त्रालय आज बड़ा जागरूक है, लेकिन उस की नजर इस देश की टर्बोको—इण्डस्ट्री की तरफ भी जानी चाहिये, जिस का करोड़ों रुपया इस देश के बाहर जा रहा है। हमें तमाम विदेशी टर्बोको कम्पनियाँ, मिगरेट बनाने वाली कम्पनियाँ का राष्ट्रीयकरण करना चाहिये। अगर हम ऐसा कर दें तो मैं समझता हूँ कि फिर हम एडीशनल डिमाण्ड की जरूरत नहीं पड़ेगी। आज मुझे इस बात को कहते हुए बड़ी खुशी होनी है कि हमारी जितनी पब्लिक अण्टरप्रेकिज है, वे सब प्रॉफिट में चल रही है।

उपाध्यक्ष जी, एक बात कह कर मैं अपने भाग को समाप्त करता हूँ। केन्द्रीय सरकार के कर्मचारियों को जो पिछले महंगाई भत्ते की जिया देने का आप ने फैसला दिया है और उस के लिये आप जो डिमाण्ड लेकर आ रहे हैं, मैं उस का विरोध नहीं करता हूँ, वह उन का मिलना चाहिये। लेकिन साथ ही साथ हमें यह भी देखना चाहिये कि सरकारी कर्मचारियों के कामों में चुन्नी आनी चाहिये। इस में सन्देह नहीं है कि कुछ विभागों में चुन्नी में काम हुआ है, लेकिन अभी भी कुछ विभाग ऐसे हैं जो एमरजेन्सी के बावजूद भी अपनी एगिजिस्ट्री को नहीं बढ़ा पाये हैं। महंगाई और तन्खवाह का जो रोज का झगड़ा है, मैं बहुत दिनों से माग करता आ रहा हूँ कि डिस्ट्रिक्ट-इन-पेज दूर हूँ। मैं फिर स्पष्ट रूप से कहना चाहता हूँ कि यह अन्तर 1 और 1.0 का होना चाहिये, अगर किसी छोटे

कर्मचारी को 1000 रुपये मिलते हैं तो बड़े से बड़े कर्मचारी को 10000 पये से ज्यादा नहीं मिलना चाहिये—तभी हम सूच्चा समाजवाद ला सकते हैं।

इन कदमों के साथ मैं इन ग्रान्ट्स का समर्थन करता हूँ।

श्री मूल चन्द डागा (पाल): उपाध्यक्ष जी, रिहैबिलिटेशन के बारे में जो कहा गया है—1971 के बाद पाकिस्तान से जो शरणार्थी आये हुए हैं, वे वापस जाना नहीं चाहते हैं और आप उन पर रुपया खर्च कर रहे हैं—यह क्या हो रहा है। पाँच साल हो गये और आप बराबर उन की मदद कर रहे हैं। और उन पर खर्चा हो रहा है। तो तब तक आप समझते हैं कि यह खर्चा चलता रहेगा? या तो आप उन को रिहैबिलिटेड करिये या कोई और प्रबन्ध करिये। अभी न तो आप उन को बसा रहे हैं और न उन को जगह दे रहे हैं उन की जिन्दगी कैम्पस में खराब हो रही है।

इन्होंने कहा था कि हम रटील के मामले में आत्म निर्भर हूँ, और मैं पढ़ा था :

"The annual stainless steel imports are about 10,000 to 12,000 tonnes worth Rs. 10 to 12 crores. Imports are required to meet the gap between the demand and supply."

MR. DEPUTY-SPEAKER: Which Demand are you referring to?

SHRI M. C. DAGA: Steel—import and export....

MR. DEPUTY-SPEAKER: What is the page number?

SHRI M. C. DAGA: Ministry of Commerce—import and export. Page Nos. 9-10....

MR. DEPUTY-SPEAKER: Please read out.

SHRI M. C. DAGA: To meet the additional expenditure—I am speaking on the Ministry of Commerce.

MR. DEPUTY-SPEAKER: That is about telephone bills, teleprinter charges, etc. Anyway, you may take two minutes and conclude.

SHRI M. C. DAGA: This is about Demand No. 12—Foreign Trade and Export....

MR. DEPUTY-SPEAKER: Which particular item are you referring to?

SHRI M. C. DAGA: Industrial Co-operatives.

MR. DEPUTY-SPEAKER: Anyway, you can take two minutes and conclude.

श्री मूकन्द डागा : मेरा यह कहना था कि मैं जो बातें कह रहा हूँ, वे इन्फोर्टे रोजिती है उनमें भी सुधार करना चाहिये । अभी 1 ग्रोस प्रोडक्ट का आँकड़ा बढ़ाया है और जो नतीजा आया, वह ठीक है उस विधि जल्दी-जल्दी चल रही है, एक साल में पाँच-साठ बार तदर्थलियाँ होत हैं जिस से सारी इन्फोर्टे और इम्पोर्ट रोजिती पर अर्थ पड़ता है । इस विधि मेरा निवेदन है कि इन्फोर्टे और इम्पोर्ट रोजिती के बारे में एक अर्थ के प्रोडक्ट की लिस्ट बनाने की निती है वह जल्दी-जल्दी चला नहीं होने चाहिये, उक्त आँकड़ा को नम्बर फिक्स करना चाहिये ।

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Deputy-Speaker, Sir, I shall try my best to abide by the guidelines you have laid down, while taking part in this discussion on Supplementary Demands for Grants General. Coming to the various Demands put under Agriculture and Food, I would like to invite the attention of the Government to the long pending issue of Narmada waters which is now before the Tribunal. Although the Minister, on the opening

day of the week, on Monday, replied to me that the matter was being expedited, I wonder when the Tribunal will be able to come to a particular decision, so that the entire question of Narmada waters will be settled soon in the national interest—because on the one hand we are having a lot of Demands for irrigation and water supply to various parts and on the other hand such issues are not settled. If the Narmada water issue is not settled amicably, justly and soon, how are waters to reach Gujarat and Rajasthan, the two States out of the four States which are concerned, namely, Maharashtra, Madhya Pradesh, Gujarat and Rajasthan? I would request the Government to see it that, in the interest of the nation as a whole and in the interest of development of irrigation and water supply to agriculture, this question of Narmada waters is settled very amicably and soon.

Coming to Demand No. 12—Foreign Trade and Export Production—I would like to say that the Kandla Free Trade Zone in Kutch is really meant for export promotion. But, for the last several years, some of us on this side and some of the Members on the Congress benches also, have been complaining that the export promotion objective of that Free Trade Zone is not being fulfilled. In particular, if you take the question of handicrafts, I would like to suggest that Government should really devote more time, attention and energy to the question of export of Indian handicrafts to some of the foreign countries, where these are very much demand. Last month, I was in Kutch and I saw some of the best handicrafts of Kutch villages and countryside, but the people and craftsmen there were complaining that although they are able to produce these goods, there is no market and the Government of India and the Commerce Ministry have not done anything substantial in regard to seeing that these handicrafts are speedily

and properly channelised through export promotion markets. I would like this particular aspect of the matter to be looked into by the Government.

Coming to Demand No. 22, about power generation, I would like the Government to tell us whether they are conscious of the need for overall energy resources to be augmented in our country. My feeling is that most of it is done on the basis of *ad hoc* requirements and *ad hoc* arrangements. If we know that the need for power for the entire country is of a particular magnitude; why not think in terms of having better resources for the State Electricity Boards and also for additional power stations. In this regard I would like to stress once again with all the force at my command the need for setting up an atomic power station in Gujarat. I believe, the Government of India have gone already ahead in the direction of setting up of the additional atomic power station, and if the report, as we were told, is that such an atomic power station can be set up, and preferably in Gujarat. I ask why it is being delayed.

Finally, two more points and I have done. One is about Demand No. 59 relating to Industries, the question of National Textile Corporation. I want to invite the attention of the Government to the sick unit of Priya Lakshmi Mill in Baroda, not only that, but all such units which are there in the country, and would like to know whether these are not going to be taken over by the Textile Corporation, so that the labourers do not suffer unduly.

Lastly, in regard to Demand No. 63 relating to Information and Publicity. I find that there is a mention about Information Centres. What do these centres do? We are now living in a situation where instead of information centres doing their job, Censors are doing their job of suppressing information and allowing right information

to go across the land of this country. All kinds of wild rumours are thus spread. I would, therefore, suggest that if DAVP is going to be used for Government publicity, let DAVP be used as a genuine information media, rather than use it for just Government publicity. If the Information Centres have to work in the right spirit, as is desirable in a democracy, I would request that instead of spending money on DAVP advertisements, I would like the Information Centres to pass on correct information about the state of affairs in our country."

MR. DEPUTY-SPEAKER: Minister please.

SHRI DINEN BHATTACHARYYA: Sir, I would request you to look to Demand Nos. 82 and 84....

MR. DEPUTY-SPEAKER: Order please, your party man has already spoken.

SHRI DINEN BHATTACHARYYA: These are in respect of Department of Rehabilitation and the new Minister is here. The only question is that it was several times assured here and in the State of West Bengal that permanent rights to the refugees working on the land.

MR. DEPUTY-SPEAKER: This has nothing to do with the Supplementary Demands. Order please.

SHRI DINEN BHATTACHARYYA: Uptil now nothing has been done.

MR. DEPUTY-SPEAKER: Minister please.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI): Mr. Deputy-Speaker, Sir, I would like to thank you for the observations made right at the very beginning where the Members have been reminded of limiting their debate within certain rules and to confine themselves to the relevant subjects. I feel that has been helpful

[Smt. Sushila Rohatgi].

us, there has been a saving in time and that has had a very good effect.

Mr. Sequeira is back here. Sir, with your indulgence, if I go back, I thought when we ring out the old and ring in the new, we start the new year with happier thoughts, more optimistic tone and better ways of cooperating and working together. I thought the year that has passed by with all adverse comments and things which are really affecting the economy, inflation and conditions of the country, to some extent, was a thing of the past and we were starting a new year with a more optimistic note and a greater confidence and also with a greater spirit of participation and co-ordination.

Mr. Sequeira, who, I think is not only a great mathematician but also an economist because some years ago he presented an alternate Budget, if I am not mistaken, said that we enforced emergency only to continue in power. I leave it to his wisdom, and he also said that we were deliberately misleading the House. He further said that we were suffering from many delays and many deficiencies and various other things. Certainly, we do realise that there are many things which have to be improved. We also realise that there is a great scope for economy. We also realise that there is a great need for improvement. At the same time, I certainly would beg of the hon Member there who is a very learned Member too that we have no intention of ever misleading the House. We never did it in the past nor do we intend to do in the future. I do hope that he has the eyes not only to see and ears not only to hear but at the same time, he will cast his net a bit wider and see the things which have improved the economy and created a better country for him and for us, which will have an effect not only here but also abroad.

With these few remarks in the beginning, I would in a very modest and

humble manner like to refer to some of the demands which have been made.

15.17 hrs.

[MR. SPEAKER in the Chair]

My friend from Kanpur, Mr. S. M. Banerjee raised certain specific points about DA. Of course, five instalments of DA have been sanctioned and it is true that demands have also been made for the sixth one. I would like to assure him and through him others that the demand for this additional DA has been received by the Government and it is under consideration and when we consider it, we will have to take into account the overall budgetary position and resource mobilisation, but certainly it is under the consideration of the Government and the Government is no less nor our Party is no less concerned than any other Party or section of the House.

The same applies to pensioners. It is true that four instalments of additional DA to pensioners are due and this is also under our consideration. But I would like to remind the House that each additional instalment of DA costs the exchequer something and costing the exchequer means costing the poor society at large. It will be Rs. 47 or 50 crores for each instalment of additional DA plus what will be costing for pensioners. Therefore it is quite a substantial sum and therefore, when the Budget is placed before the House, all these things will be taken into consideration and even now, these are under the active consideration of the Government.

Second thing is about the pelletisation plant which was referred to by the hon Member from Goa, Mr. Sequeira. I think this is one of those plants of which we really have to be very happy because this is one of those items through which we shall be earning a lot of foreign exchange and it is not the quantum of the foreign exchange alone involved, there is the modern technology, the sophisticated

technology we will be gaining and the future market. I think we have to take into consideration all these things in capturing the foreign market and keeping an overall view of things which will be required in future and combining that along with the foreign exchange. I think this is one of the items to which the Hon. Member will not object and I think he should welcome it.

The other point is about the textile mills. It is true and also as the hon. Members are aware, the National Textile Corporation was set up to go into the question of how to rehabilitate or modernise these sick mills which have a large employment potential also. Mr. Baherjee comes from Kanpur and I also come from Kanpur and many of us come from UP and even those who do not come from UP are definitely interested in the welfare of these workers who are involved and also in the production. All these matters, as he himself mentioned, were taken up at the meeting with the Prime Minister and I think this has also been considered in all its aspects by the Commerce Ministry. Another point. It involves a huge amount of money and money is something which naturally, in the overall situation, has to be taken into consideration. Though our position has improved, all the same, I would like to say that our money supply has increased recently though for certain reasons and in spite of agricultural and industrial production having risen very well in the last year, at the same time we have to keep a very close watch on all the aspects.

19 sick mills have been closed down. If they are taken over by the N.T.C. that will involve a huge amount of money. The two sick mills to which a reference has been made specifically will cost Rs. 7.50 crores and they involve labour of 5,000 people. That is under the consideration of the Government at present.

Technical Credit matter was referred to again. There are export promog-

tion devices. Why should we object to that? These have been honoured and this opens avenue for export and USSR is one of those markets where we have most substantial amount of export in that direction. That is something which should be welcome.

About agriculture some points have been made and Government is aware of these questions.

I shall mention about the Narmada water. You have drawn the attention of the Government and I am sure action will be taken.

Power is one of the things receiving priority. We find, probably he referred to Demand No. 52—DESU that the working of this organisation has been really slow and that there was not only loss because of rise in prices of raw materials and the liabilities that have been faced in the past but there were other factors and naturally some amount of money is required for this.

I would like to submit that to those who would like to believe or those who would like to be convinced, there is always a double way channel. But as for those who refuse to be convinced right from the beginning, I am afraid, we shall fail to convince. With these words, I think the House will unanimously support the Supplementary Demands for Grants (General).

MR SPEAKER: The question is:

"That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the order paper be granted to the President to defray the charges that will come in course of payment during the year ending the 31st day of March, 1976, in respect of the following demands entered in the second column thereof—

Demands Nos. 1, 8, 11, 12, 19 to 21, 24, 27 to 29, 41, 52, 59, 63, 69, 77 to 81, 84, 95, 96 and 103."

The motion was adopted.



1523 hrs.

**DEMANDS FOR EXCESS GRANTS
(GENERAL), 1973-74**

MR. SPEAKER: The House will now take up discussion and voting on the Demands for Excess Grants (General) for 1973-74.

**DEMAND NO. 1—DEPARTMENT OF
AGRICULTURE**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 3,72,268 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Department of Agriculture' for the year ended the 31st day of March, 1974"

**DEMAND NO. 13—DEPARTMENT OF IN-
TERNAL TRADE**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 23,985 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Department of Internal Trade for the year ended the 31st day of March, 1974'"

**DEMAND NO. 15—OVERSEAS COMMUNI-
CATIONS SERVICE**

MR. SPEAKER: Motion moved.

"That a sum of Rs. 22,59,728 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Overseas Communications Service' for the year ended the 31st day of March, 1974."

**DEMAND NO. 18—CAPITAL OUTLAY ON
POSTS AND TELEGRAPHS**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 2,57,50,010 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Capital Outlay on Posts and Telegraphs' for the year ended the 31st day of March, 1974."

**DEMAND NO. 23—DEFENCE SERVICES—
PENSIONS ETC.**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 1,15,60,974 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Defence Services—Pensions etc.' for the year ended the 31st day of March, 1974."

DEMAND NO. 33—STAMPS

MR. SPEAKER: Motion moved:

"That a sum of Rs. 34,15,000 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Stamps' for the year ended the 31st day of March, 1974"

**DEMAND NO. 41—MINISTRY OF HEALTH
AND FAMILY PLANNING**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 15,11,538 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Ministry of Health and Family Planning' for the year ended the 31st day of March, 1974."

DEMAND NO. 47—CABINET

MR. SPEAKER: Motion moved:

"That a sum of Rs. 5,56,303 Revenue Account be granted to the President to make good an excess on the grant in respect of 'Cabinet' for the year ended the 31st day of March, 1974"

**DEMAND NO. 51—OTHER EXPENDITURE
OF THE MINISTRY OF HOME AFFAIRS**

MR. SPEAKER: Motion moved:

"That a sum of Rs. 24,55,725 on Revenue Account be granted to the President to make good an excess

*Moved with the recommendation of the President.

on the grant in respect of 'Other Expenditure of the Ministry of Home Affairs' for the year ended the 31st day of March, 1974."

DEMAND NO. 53—CHANDIGARH

MR. SPEAKER: Motion moved:

"That a sum of Rs. 2,64,591 on Revenue Account and a sum of Rs. 7,64,924 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Chandigarh' for the year ended the 31st day of March, 1974".

DEMAND NO. 54—ANDAMAN AND NICOBAR ISLANDS

MR. SPEAKER: Motion moved:

"That a sum of Rs. 19,19,131 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Andaman and Nicobar Islands' for the year ended the 31st day of March, 1974"

DEMAND NO. 55—ARUNACHAL PRADESH

MR. SPEAKER: Motion moved:

"That a sum of Rs. 1,71,16,981 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Arunachal Pradesh' for the year ended the 31st day of March, 1974."

DEMAND NO. 56—DADRA AND NAGAR HAVELI

MR. SPEAKER: Motion moved:

"That a sum of Rs. 2,97,995 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Dadra and Nagar Haveli' for the year ended the 31st day of March, 1974."

DEMAND NO. 57—LACCADIVE, MINICOY AND AMINDIVI ISLANDS

MR. SPEAKER: Motion moved:

"That a sum of Rs. 73,774 on Revenue Account and a sum of Rs. 1,70,977 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Laccadive, Minicoy and Amindivi Islands' for the year ended the 31st day of March, 1974."

DEMAND NO. 58—BROADCASTING

MR. SPEAKER: Motion moved:

"That a sum of Rs. 29,49,538 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Broadcasting' for the year ended the 31st day of March 1974"

DEMAND NO. 59—MINISTRY OF SHIPPING AND TRANSPORT

MR. SPEAKER: Motion moved:

"That a sum of Rs. 94,669 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Ministry of Shipping and Transport' for the year ended the 31st day of March, 1974"

DEMAND NO. 60—DEPARTMENT OF MINES

MR. SPEAKER: Motion moved:

"That a sum of Rs. 3,292 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Department of Mines' for the year ended the 31st day of March, 1974."

DEMAND NO. 61—TOURISM

MR. SPEAKER: Motion moved:

"That a sum of Rs. 6,04,290 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Tourism' for the year ended the 31st day of March, 1974."

DEMAND NO. 87—PUBLIC WORKS

MR. SPEAKER: Motion moved:

"That a sum of Rs. 2,24,20,333 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Public Works' for the year ended the 31st day of March, 1974."

DEMAND NO. 90—ATOMIC ENERGY
RESEARCH AND DEVELOPMENT

MR. SPEAKER: Motion moved:

"That a sum of Rs. 38,56,741 on Capital Account be granted to the President to make good an excess on the grant in respect of 'Atomic Energy Research and Development' for the year ended the 31st day of March, 1974."

DEMAND NO. 93—ARCHAEOLOGY

MR. SPEAKER: Motion moved:

"That a sum of Rs. 5,15,264 on Revenue Account be granted to the President to make good an excess on the grant in respect of 'Archaeology' for the year ended the 31st day of March, 1974."

SHRI DINEN BHATTACHARYYA (Serampore): Just now I was patiently listening to the speech of the honourable lady Minister. More attentively I was listening to the concluding part of her speech.

I would like to draw her attention to Demand No. 47—

"The excess of Rs. 5,55,303 was the net result of excesses and savings under the various sub-heads of the Grant and was mainly due to post-budget increase in the strength of Council of Ministers (Rs. 2,14,580) and more expenditure on tours of Ministers (Rs. 6,26,590)."

Government should feel ashamed. They are always talking of measures

to observe economy by not paying D.A. to their own employees and curtailing expenditure on social services. But they are coming for an expenditure which has been incurred by them by increasing the number of Ministers and for their tours. What is all this? Government is of the opinion that we are in a critical situation. Mr. Salve, will I think, now speak on behalf of the ruling party. He must answer this question. What has happened to this? You have now declared emergency. You have curtailed various things. You say about economy measures. You have increased the number of ministers. In respect of their tour programmes, you are spending huge money. This Government should go as soon as possible and it will be better if they resign. I can give you many examples. Just now the Minister was saying something. May I remind you about one thing, about the refugees of West Bengal? They were given so many assurances that they would be given permanent tenancy rights on their land, but, uptill now, nothing has been given. Only stunt is being given by the State Government and this is being corroborated here by this Central Government, saying, they will give on lease terms, that is to say, they cannot use this as their permanent holding. So, what is it that this Government is doing? On the one hand they are saying that they are taking certain actions but this is what we see here. There have been certain Demands relating to Home Ministry. My question is this. How are you treating all the detainees? Even MPs are not treated like human beings inside the jails. What to speak of living conditions, even the minimum needs are not met, the right to meet their relatives is not being given to them. And here you are coming forward with Excess Demands for money. Why should we give you all that money? Why should we pass this? Actually you have spent all this already and you are coming. This is a peculiar type of thing indeed. You have taken us for granted, that this Parliament

will rubber-stamp whatever you say or speak or whatever you want to be passed. This is happening again here. With these words, I would request the hon. Minister about one thing. She is a very efficient Minister, no doubt. She must speak the truth. She must tell us, what is the truth behind it and what is their performance. This is my request to her. With these words, Sir, I oppose these Demands.

SHRI ERASMO DE SEQUEIRA (Marmagao): I was listening very patiently to the hon. Lady Minister replying to the previous debate and her advice to me at that time was that, now that she had rung out the old and ring in the new, I should look forward to the future with confidence. If ringing out the old means ringing out the days in which the full complement of the House could be here to speak freely whose voices could be heard throughout the country, if that is what is meant by ringing out the old, and, if by bringing in the new, is meant that 22 Members of Parliament are still in jail, 22 leading Members, without trial, without knowing for how long,—if that is what is meant by ringing out the old and ringing in the new, then, I am afraid, as far as I am concerned, I do not have any confidence in the future of this country of ours. Because, I get the feeling, Sir, that I arrived in this House in a democracy, and I have suddenly woken up in an autocracy. This is not a good feeling.

Coming to these Excess Demands, I would like to refer to Demand No. 56. There is sub-section (i) to which I would like to make a reference. This relates to excess amount spent relating to a contract. The contract was for supply of 1500 quintals of maida at Rs. 57.11 per quintal. The contractor did not supply, and a new contract was ordered at the risk of the previous contractor according to this document. It was accepted at Rs. 137.25. I would think that there would be some recovery to be made on this account from the contractor who did not

honour his contract. I do not understand how this money is being charged to this House. In fact, I would like to demand from the Government that an investigation should be carried out into this particular contract and the House should be told about what really happened in this case.

Then, Sir, under item (3), Forests, there is a provision of Rs. 1,59,000 due to excess expenditure on forests. Everybody knows that Dadra and Nagar Haveli is very rich in forest wealth and, for a long time, there has been a public complaint about the manner in which this contract has been held and about how much money is paid for the wood, and how much accrues to the Government for cutting of the forest, and how much of it accrues to those who are responsible for administering the territory. Here again, I would call for an investigation. As you know, the union territory of Dadra and Nagar Haveli is run by the Lieutenant Governor of Goa as Administrator. Very often I have read in the press—the reports obviously come from the gentlemen who are running Dadra and Nagar Haveli—that this is run purely on administrative lines without political interference. I would now like the Government to tell us in this House what steps they are taking to ensure that in Dadra and Nagar Haveli where there is no political control and no accountability like the rest of the places in the country, what they are doing to see that that particular corner of India is properly run, and that those who are responsible for running it are called to account in an effective fashion.

Many of the excess grants or at least some of them, referred to the payment of dearness allowance under the Third Pay Commission's recommendations. Like my friend, Shri Banerjee, I would like to request the Government that the instalment that is remaining should be paid as quickly as possible. If I may mention one more point, the Third Pay Commission has requested the Government to go into the question

[Shri Erasmo De Sequeira]

of the pensioners. We all know of the dire-straits some of them, specially, the old pensioners, are having to go through in these days when prices are said to be dropping, but prices are rising. I would request the Government to please consider this, and do whatever it can for these pensioners.

श्री रामावतार शास्त्री (पटना) :

अध्यक्ष महोदय, अतिरिक्त भाग वे सिलसिले में मैं तीन भागों का उल्लेख करना जरूरी समझता हूँ—भाग नं० 33, 51 और 75। भाग नं० 33 स्टैम्प से संबंधित है। इस सिलसिले में मुझे यह निवेदन करना है कि यहां सभी लोग जानते हैं महाराष्ट्र के सुप्रसिद्ध स्वतंत्रता सेनानी, महाराष्ट्र के ही नहीं सम्पूर्ण हिन्दुस्तान के लोग उनका नाम जानते हैं सेनापति बापट को दुर्भाग्य से अभी तक उनके नाम से कोई स्टैम्प जारी नहीं किया गया। मेरा निवेदन होगा कि देर तो हो गई फिर भी विलम्ब से ही सही अगर स्वीकार काम कोई किया जाय तो विलम्ब नहीं माना जाता है, अभी भी उनका नाम पर स्टैम्प जारी किया जाना चाहिए क्योंकि वह हिन्दुस्तान के बहुत बड़े स्वतंत्रता सेनानी थे।

दूसरी बात भाग नं० 51 के संबंध में कहना चाहता हूँ। यहाँ स्वतंत्रता सेनानियों को पेंशन देने की बात कही गई है और उसी पर अतिरिक्त राशि खर्च का गई है। इस सिलसिले में मैं यह निवेदन सरकार से करना चाहता हूँ कि आपने बहुतों को स्वतंत्रता सेनानी पेंशन प्रदान का है, स्वतंत्रता सेनानियों को जो भुजे मर रहे थे, जिनका स्थिति खराब था, उनको आपने पेंशन दा है, यह तो अच्छा काम आपने किया है। यह काम और बहुत पहले किया जाना चाहिए था लेकिन खैर, देर से ही यह काम अपने किया। लेकिन इस में भी कुछ लोगों को आपने छोड़ दिया जिसका योगदान स्वतंत्रता संग्राम में कम नहीं रहा है। राजवाड़ों के खिलाफ

बहुत से लोग लड़ते रहे, वहाँ जो डेस्पोटिक शासन था उस के खिलाफ लड़ते रहे जैसे पुनवा, वायलार, तेचगाना और मोपला के लोग उनको भी अगर स्वतंत्रता सेनानी तस्लीम न करें और उनको भी सुविधा न दें तो यह हमारे लिए लज्जा की बात है। मेरा अनुरोध है कि पुनपरा, वायलार, तेचगाना और मोपला के विद्रोह आजादी के आन्दोलन से संबंधित थे—इनसे संबंधित लोगों को भी स्वतंत्रता सेनानी माना जाना चाहिए और उनको पेंशन दी जानी चाहिए। ऐसा भी हुआ है कि कुछ लोगों को तो पेंशन दे दी गई है और कुछ लोगों को नहीं दी गई है—यह तर्क भी मेरी समझ में नहीं आया कि ऐसा क्या हुआ है। रायल इंडियन नेवी और रायल एयर फोर्स—इनकी गणना भी उसमें की जानी चाहिए और उनको पेंशन दी जानी चाहिए।

मैं एक बात और बनाना चाहता हूँ कि सरकार ने कई बार आवेदन-पत्र देने का समय बढ़ाया लेकिन कुछ लोगों ने प्रतिम तिथि के बाद भी आवेदन-पत्र दिए। 31-3-74 अंतिम तिथि थी लेकिन उसके बाद भी, जैसा कि सरकार ने मेरे प्रश्न के जवाब में बताया है—लगभग 49 हजार सेनानियों ने आवेदन किए। मेरा निवेदन है कि वे भी स्वतंत्रता सेनानी हैं, किमा प्रकार भूल हो गई या वे बीमार रहे होंगे जिनसे उनके आवेदनपत्र आने में विलम्ब हुआ, उनको भी पेंशन दी जानी चाहिए। उनको इस पेंशन से महकून रखना किसी तरह से उचित नहीं होगा। यह ठीक है कि उनके मामलों में अच्छी तरह से छान-बीन कर ली जाये और जो सच्चे साबित हों, जो सही माने में स्वतंत्रता सेनानी हों उनको पेंशन दी जाये। हम जानते हैं बहुत सारे नकली सेनानियों को पेंशन मिली हुई है। समय समय पर हम शिक्षा-यत्न भी करते रहे हैं। कुछ लोगों की पेंशन

भी बन्द हुई है लेकिन अभी भी काफी लोग ऐसे हैं जोकि नकली हैं, जो कभी भी जेल नहीं गए हैं लेकिन गलत तरीके से प्रमाण-पत्र प्राप्त कर लिए किसी एम पी से या एम एल ए से। पटना जेल में अभी तक घुस दे कर प्रमाण पत्र मिल रहा है। अगर कोई गलत आदमी भी पटना कैम्प जेल में चला जाता है, 500 रुपये दे दिए तो तुरन्त प्रमाणपत्र मिल जाता है यहां पर लिखित जवाब दिया गया कि पटना कैम्प जेल में प्रमाण पत्र उपलब्ध नहीं है लेकिन फिर भी कुछ लोगों को दे दिया जाता है, कहाँ से ? ये तमाम बातें हैं। इसलिए सरकार को कोई उचित प्रबन्ध करना चाहिए। बिहार सरकार या अन्य राज्य सरकारों पर छोड़ देने से काम नहीं चलेगा। इन के लिए विशिष्ट पदाधिकारी नियुक्त किए जाय जा गलत लोगों के बारे में पता लगाए। बी डी ओ से काम नहीं चलेगा क्योंकि वहां पर घुस से काम चल जाता है। मैं बता सकता हूँ दानापुर की बात क्योंकि मैं दानापुर का रहने वाला हूँ। लेकिन आप तो बी डी ओ की बात मानेंगे, रामावतार शास्त्री पालियामेंट मेम्बर की बात नहीं मानेंगे मैं अपने सूबे का जानना हूँ। जो गलत लोग हैं उन को पकड़ना चाहिए और उन को सजा मिलनी चाहिए। उन की केवल पेशन ही मन काटिए बल्कि जेल की हवा भी खिलाइए और सब्जे लोगों को पेशन दीजिए, इस बात की ओर मैं आप का ध्यान खींचना चाहता हूँ।

दूसरी बात है कि आप दो सौ रुपा पेशन देते हैं। उस की आज क्या कीमत है जब कि महंगाई इतनी बढ़ गई है। उस में भी इजाफा किया जाय। पालियामेंट के मेम्बर भी पेशन की मांग कर रहे हैं लेकिन वह अलग बात है। अभी जिस को पेशन दी जाय वह 200 से आगे बढ़ा दी जाय और भी सहूलियतें उन को दी जाय। उन की

दवा दारु का इंतजाम किया जाय, सब्जियों के पढ़ने का इंतजाम किया जाय और जिन के पाम घर नहीं है उन के लिए घर की व्यवस्था की जाय। पन्द्रह बीन माल में सारे स्वतंत्रता सेनानी इन दुनिया से चले जाएंगे और तब आप का सारा पैसा बच जायगा। अभी पन्द्रह बीन साल तक आप उन को उचित पेशन दीजिए।

डिमांड नं० 75 शिफिंग ऐंड ट्रांसपोर्ट से संबंध रखती है। पटना में गया नदी पर एक पुल बन रहा है जो कि सड़क पुल है। रेल का पुल नहीं है। कुरेशी साहब बोलेंगे तब रेल के पुल की चर्चा करूंगा। मैं अभी तो यह सड़क पुल की बात है। बिहार सरकार की आर्थिक स्थिति बड़ी दयनीय है। भारत सरकार ने कुछ पैसा दिया है जिस के लिए आप की धन्यवाद लेकिन उसे से काम चलने वाला नहीं है। पुल बनने में विलम्ब हो रहा है। आप उस पुल को अपने मातृशत ले कर उस पुल का स्वयं निर्माण करे और पूरा खर्चा स्वयं उठाए तभी पुल बन सकेगा, वरना इसमें देर हो जायगी और जिनकी जल्दी हम चाहते हैं या सरकार चाहता है, उतनी जल्दी नहीं बन सकेगा। इस के लिये अपने की व्यवस्था भारत सरकार करे, केवल बिहार सरकार पर निर्भर रहने से काम नहीं चलेगा।

पुल निर्माण के निमित्तले में जिन लोगों को जमीनो से हटाया गया है, उन की मर्यादा तीन-चार मी के की है। उन में जो अभी भी बचे हुए हैं, जिन का पुनर्वास नहीं हो सका है, उन के पुनर्वास की व्यवस्था की जाय। जो जमीन अधिक ले ली गई है, उस को लेने से क्या कायदा है, उस पर जो लोग बसे हुए थे और अभी भी बसे हुए हैं—उन को छोड़ दिया जाय, उन की जमीनो को अधिग्रहण से मुक्त किया जाय। वहां के लोग इस काम में भार का सहयोग कर रहे

[श्री रामावतार शास्त्री]

हैं और मैं समझता हूँ यह काम काफी तेजी से हो सकता है ।

बिहार में पिछले दिनों जो बाढ़ आई उस से पूरे बिहार की सड़कें बरबाद हो गईं तमाम नेशनल हाई-वेज बरबाद हो गये । मैं चाहूँगा कि उधर भी आप का ध्यान जाना चाहिये और जो सड़कें खराब हो गई हैं उन का शीघ्र से शोध बनाया जाय ।

मञ्ज इतना ही निवेदन करना था ।

SHRI P. G. MAVALANKAR (Ahmedabad) Mr. Speaker, Sir, while participating in the discussion on the Demands for Excess Grants, I wish to invite very briefly the attention of the Government to two particular Demands, Demand No. 41 and Demand No. 51. If you see Demand No. 41, the note says that the excess occurred due to the payment in 1973-74 of the contribution to the World Health Organisation, etc.

Now, Sir, with regard to the family planning programme of the Government of India, it is true that our Government and our country have been perhaps the pioneers in respect of taking advantage of the WHO expertise and assistance in regard to family planning programmes and that in the last several years, one cannot ignore some of the good sides of the achievements of the family planning programme.

But, Sir, I would like to invite the attention of the Government to two aspects of the matter. One is that, after having got this experience of some years, more than a decade or two, can we not have some kind of a sustained uniform policy with regard to the various projects and programmes of family planning, particularly with regard to two things? One is, the assistance that we would like to rope in of the voluntary

agencies. Because, by its very nature, this is not something which the Government can do. Government can spend money, Government can give encouragement. But, basically, it is a question of educating the people, educating the illiterate and educating the people in the countryside and also taking the maximum possible help from the voluntary social institutions in which—I am sure the hon. Minister, Shrimati Sushila Rohatgi knows—a large number of women organisations are also doing a lot of good work.

In this regard, the complaint hear is that the policy of the Government in regard to incentives offered is not quite free from faults. Every now and then, different kinds of incentives are tagged on, while attractive more people. Then, those incentives are not maintained for a particular period of time so that certain incentives are withdrawn and certain new incentives are given. The result is that, the interest in the programme is for the incentives offered rather than for the ultimate objective of controlled and healthy family planning. I would therefore, request the Government to ensure that the family planning programme has a certain sustained outlook, that the incentives are well thought out and that there is no change every now and then in regard to this or that incentive. Then, this should be free from one very serious error. This is not only an error. I would say it is a crime, a criminal thing. In the name of operations, a large number of old people, children and boys are also hooked into the whole thing, because they get some extra financial incentive! Therefore, the matter needs to be examined very carefully so that the family planning programme becomes more successful. If I may say so in all humility there could be a round table for two or three days of voluntary workers and social institutions doing this job with officials in the

Ministry of Health and Family Planning and also such of the elected representatives of the people in State legislatures and Parliament who are interested in the whole problem so that we look at it from two angles, economic development and a healthy, sane family life in our country.

Now I come to Demand No 51—about the freedom fighters. I endorse very warmly many of the points which my hon. friend, Shri Ramavatar Shastri, made when he talked about genuine and bogus freedom fighters. In fact, the Government of India themselves in various replies in the past in this august House have told us about how many bogus cases were also found out. Here we must remember that to some extent, we the elected members of State legislatures and Parliament, are also responsible for giving false information or false certificates. I am not saying that this or that particular person has done it. But when the Government say that in the absence of any proper proof, the certificate of an MP or MLA should be attached, surely the MP or MLA should be 100 per cent sure of his facts and he just cannot do it by way obliging any person. It is there where the bogus cases come.

SHRI DINEN BHATTACHARYYA: There you have to mention that 'he was my co-prisoner'.

SHRI P. G. MAVALANKAR: It is there. But the whole point is that if the certificates are given on insufficient grounds, how are the government agencies to know? Excess payment may be all right but we have to make a distinction between genuine freedom fighters and others.

SHRI S. M. BANERJEE (Kanpur): How can you verify?

SHRI P. G. MAVALANKAR: I am only making an appeal through this speech to MLAs in State Legislatures and MPs here that we take extraordinary care so that we do not issue

certificates liberally or irresponsibly, because otherwise it becomes more difficult for the Government.

The second point is that some freedom fighters are not yet included in this scheme. I do not know whether the Minister has ready information at hand to give me. But I want to ask about the RIN ratings in Bombay who mutinied in 1946. I do not know whether they are included in the category of freedom fighters. If they are not included, I would very much like them to be included. Freedom fighters are not only those who have gone to jail. The definition has been expanded to include those who have done underground work, taking part in the people's liberation movements in the States in the princely India of former days. Therefore, why not those who took part in the RIN ratings mutiny in Bombay in 1946 be included so that they also get the same benefit.

There is also the project of old freedom fighters' homes. I remember there is one in Delhi, but it is neglected. Some of the old freedom fighters who are living in Delhi are staying in this House. There is no one to look after them. They are not given proper food, proper drinking water, hot water for bath and so on. Because they are old and infirm, naturally they need these things all the more. Therefore, I would like Government to take particular care of these old freedom fighters' homes.

Lastly, although I know that the Government of India have paid a lot of money to these freedom fighters, I see from letters received by me not only from Gujarat but from other parts of India as well that the papers of freedom fighters are not disposed of, although the applications had been properly sent through the State administrations and more than two years have elapsed. Some of them are above 65, 70 and 75. If they have to wait for another one or two years to

[Shri P. G. Mavalankar]

get their pension, they may not be available to take it. We are prepared to give some additional grants, if the Minister wants it that way, but let these cases of at least fairly advanced aged freedom fighters, who are very old and in very bad health, be taken up and disposed of as per rules as early as possible so that in the remaining period of their lives, in the late evening of their lives, these people can get something by way of benefit under this scheme.

I am glad that in the same demand there is mention of excess money for post-matric scholarships for Scheduled Castes and Tribes. If I could have my say in the matter, I feel that it should be increased because it is only by going to the neglected and weaker sections of our community and giving them opportunities for educational advancement that we can really hope to build a just and egalitarian society. It is from that point of view that I say that it is a justifiable demand. I hope additional benefits of scholarship etc. will be available to the bright and promising students belonging to the Scheduled Castes and Tribes.

श्री डी० एन तिवारी (गोपालगज) :
अध्यक्ष जी, मैं दो प्ब इटम के बारे में ही कुछ कहना चाहूंगा ।

अभी माननीय सदस्य श्री दीनेन भट्टाचार्य ने कहा कि मिनिस्ट्रों के टी० ए० के लिए 6 लाख रुपये की अधिक मांग की गई है । वे चाहते हैं कि यह न हो । मैं जानना चाहता हूं कि क्या वे चाहते हैं कि मिनिस्टर लोग दिल्ली में अपने घरों में बन्द रहें और कहीं न जाए ? अभी चासनाला का एक्सीडेंट हुआ और वहां पर कई मिनिस्टर गये । क्या वे चाहते हैं कि उनको उसके लिए टी० ए० न दिया जाए । जब जरूरी काम आ जाता है तो मिनिस्ट्रों को बाहर जाना पड़ता है और ये कहते हैं कि हम उन को एक पैसा बजट की

रकम से अधिक नहीं देंगे । यह कहां की उचित बात हुई ? किरायत सारी हो लेकिन काम की हानि नहीं होनी चाहिए । इन्स्पेक्शन के बिना ठीक काम चलता नहीं । काफ़ी लोग शिकायत करते हैं कि अमुक स्थान पर गलती हो गई लेकिन मिनिस्टर माहब ने देखा तक नहीं । इसलिए मेरा उनसे कहना यह है कि कोई ऐसा मामला हुआ हो कि किसी खास जगह पर जाने से गड़बड़ हुई हो, तो वे बता दें लेकिन एक ब्लैकट बात कर दी जाए कि कहीं भी मिनिस्टर न जाए और उनको वहां जाने के लिए पी० ए० न दिया जाए, तो यह सही बात नहीं होगी ।

दूसरी बात श्री रामावतार शास्त्री जी ने पालिटिकल सफरर्म के सम्बन्ध में कही । उन्होंने यह कहा कि कुछ गलत लोगों को पालिटिकल पेंशन मिल गई है । क्यों मिल गई, इसकी तह में जाना चाहिए । इस सम्बन्ध में मैं यह कहना चाहता हू कि शुरू से जब पालिटिकल सफरर्म के रिकार्ड्स नहीं मिल रहे थे, तो हम लोगों के मुझाव पर गवर्नमेंट ने यह स्वीकार किया था कि यदि एम० एल० ए० या एम०पी० यह सर्टिफिकेट दे दे कि अमुक फ्रीडम फाइटर हमारे माथ जेल में था, तो उसको मान लिया जाए । इसमें अगर कोई गलती है, तो हम लोगों की गलती है । हमने गलत सर्टिफिकेट दिया । अब ऐसे लोगों को खोज खोज कर निकाला जाए, यह गवर्नमेंट कैसे कर सकती है । हमारे और आपके कहने पर गवर्नमेंट ने उनको पेंशन दी । आप में हिम्मत होनी चाहिए कि अगर किसी को गलत पेंशन मिली हो, तो उस केस को गवर्नमेंट के सम्मुख लाएं और कहें कि इसको गलत पेंशन मिल रही है और उसको नहीं मिलनी चाहिए । इस पर गवर्नमेंट अगर कोई कार्यवाही नहीं करती है, तो उसको दोष दिया जा सकता है ।

एक बड़ी अजीब बात हो गई है । फ्रीडम फाइटर्स से दो पेटिशनर्स मांथे मये थे और वह

कहा गया था कि एक प्रदेश में दो और एक यहां दिल्ली भेज दो। हुआ यह कि कुछ स्टेट गवर्नमेंट्स ने जैसे बिहार, ने नोटिस निकाल दिया था कि दोनों पेटिशन्स स्टेट को दीजिए और यहां से भिजवा देंगे। इसके मुताबिक दोनों पेटिशन्स स्वतन्त्रता सेनानियों ने वहां दे दिये और यहां पर (दिल्ली) नहीं भेजा। अब उनको पेंशन तभी से मिलेगी जबकि स्टेट गवर्नमेंट ने यहां पर उनकी पेटिशन भेजी है। यह गलत बात है। इसमें स्वतन्त्रता सेनानियों का कोई दोष नहीं है। गवर्नमेंट के सर्कुलर के अनुसार कुछ लोगों ने वहां पर दोनों पेटिशन्स दे दिये और एक यहां नहीं भेजा। इसमें उन बेचारों की क्या गलती है। यह तो गवर्नमेंट की गलती है। इसमें यह देखना होगा कि उन्होंने समय पर वहां पर पेटिशन्स दिये या नहीं। अगर समय पर उन्होंने पेटिशन्स दिये हैं, तो शुरू से उनको पेंशन मिलनी चाहिए लेकिन ऐसे केसेज में शुरू से पेंशन नहीं दी जाएगी। उनको पेंशन उमी दिन से मिलेगी जबकि स्टेट गवर्नमेंट्स ने यहां उनकी पेटिशन भेजी है। इससे बड़ा डिस्क्रिमिनेशन होता है। जब बिहार गवर्नमेंट ने एक सर्कुलर निकाला कि दोनों पेटिशन्स यहां दीजिए, तो उन्होंने वहां पर पेटिशन्स दे दी। इसलिये बिहार के स्वतन्त्रता सेनानियों के साथ जरा डिस्क्रिमिनेशन हो रहा है और मैं कहूंगा कि अर्थ मन्त्री जी और होम मिनिस्टर साहब यह देखे कि उनकी पेटिशन ठीक समय पर बिहार में दिया गया था नहीं दिया गया है। अगर उनके पास सबूत है कि उन्होंने दोनों पेटिशन्स ठीक समय पर बिहार गवर्नमेंट को भेज दी हैं तो उनकी पेंशन भी शुरू से मंजूर होनी चाहिये न कि बाद से। यह एक बात थी जिसकी ओर मैं आपका ध्यान दिलाना चाहता था। बाकी जो लोग हैं जिनको पेटिशन्स देर से आई हैं उनके सम्बन्ध में मैं नहीं कहता हूं कि इनका हक मारा न जाए और इनको भी पेंशन मिलनी चाहिये। देर को कन्डोल करना चाहिये।

श्री मूल चन्दा झाग (पाली) : मेरी प्रार्थना है कि चण्डीगढ़ के मामले को सरकार को इस आपातकालीन स्थिति में तय कर देना चाहिए। जो खर्चा है नौ करोड़ के करीब का उसको हर साल क्यों बरदाश्त किया जाता है। यह अच्छा मौका है जबकि इस मामले को तय किया जा सकता है। इसके बारे में फैसला आपने भी कर लिया हुआ है। मैं पढ़ कर मुनाता हूं कि किस काम के लिए आप पैसा ले रहे हैं :

"The actual expenditure however amounted to Rs. 9,66,73,591 leaving an excess of Rs. 2,64,591. This resulted from an excess of Rs. 19,56,876 under 'Public Works' due to larger expenditure on maintenance of roads and bridges, sewerage and drainage system; street lighting etc., to provide services to plot holders to whom plots were sold in the new sectors in the Second Phase Development of Chandigarh Capital Project...".

जिनको प्लॉट दिए जाते हैं उनसे आपको डिवेलपमेंट चाजिज भी लेने चाहिये, जैसे रोडज के हैं, लाइट के हैं, सीवेज के हैं। उनसे इनको रिकवर करना चाहिये। कुछ आदमियों के लिए आप लाखों रुपया खर्च करना चाहते हैं। जिनको आपने प्लॉट दिए हैं उनसे आपको डिवेलपमेंट चाजिज भी वसूल करने चाहिये।

मेरा कहना यही है कि इस आपातकाल में आप चण्डीगढ़ का फैसला कर दें। इससे और अच्छा मौका आपके पास नहीं आएगा।

SHRIMATI ROZA DEESPANDE (Bombay Central): Sir, I would like to draw the attention of the Minister to the fact that we should also include in this the Ministry of Shipping and Transport. I was told that the Central Road Transport Corporation was

[Smt. Roza Deshpande]

going into loss I cannot understand why this Corporation is incurring loss because road transport is such a business where there cannot be any loss. I was also told that this Road Transport Corporation was going to be dissolved. We have also learnt that the Eastern Zone Branch of this Corporation was closed down and the Western Zone Branch is continuing. Now, I would like to know the reason why the Western Zone Branch is continuing. Why are you spending money on this Branch? If you do not want to close down this branch and if you want to spend money on this spend it in such a manner that the Corporation earns profits. Here, in Bombay, in the head office of the Corporation, the manager over there is just squandering money. The trucks owned by the Government are lying idle and the contracts are given to the private parties. Workers are victimised because they oppose such a thing and we have referred this to the Ministry hundreds and hundreds of times requesting them to investigate into this matter. What kind of corruption is going on in the Central Road Transport Corporation? Why has it not been investigated? And in spite of that you want to spend on them. Why the private party in this industry does not incur loss? Why the Government Road Transport Corporation alone incur loss? Why don't you investigate before giving such huge sums of money to such persons, which will ultimately lead to the closing down of the corporation? Before giving money, better look into these things. When such matters are referred to the ministry why does the ministry refuse to answer? This is what I wanted to say.

16 hrs.

' SHRI S. M. BANERJEE (Kanpur): Sir, I would like to say a few words on Demand No. 33 dealing with stamps. I must congratulate the Government on bringing out some very

good stamps. Previously pur stamps were not collected by other countries, because they were so stereotyped. The recent stamps depicting the four paintings of Michelangelo, the birds series, the series on dances of India and the stamps in the memory of Shri Krishna Menon are all very good. But I want Government to bring out stamps in the memory of eminent artists, musicians, and poets. We have been demanding in this House a stamp in the memory of Begum Akhtar who was called Rooh-e-Ghazal. We are told that the committee did not approve of it. Which is that wretched committee? What about a stamp in the memory of Ustad Fayyaz Ali Khan, who was called Aftad-e-mousiqui? What about a stamp in the memory of Ustad Ahmed Jan Thirkawa and Ustad Amir Khan? What about a stamp in the memory of Rasulan Bai? Sir, ministers and MPs will come and go, but such great musicians like Begum Akhtar are born perhaps once in a century. They are institutions by themselves. Even during the centenary celebrations of Sarat Chandra Chatterjee, we are yet to see a stamp in his memory. What about a stamp in the memory of Atul Prasad Sen, the eminent poet?

कानपुर के लोगों की रिक्वेस्ट है कि मौलाना हसरत मोहानी की भी एक स्टैम्प जारी की जाये। कानपुर के लोग अब भी कहते हैं कि अगर यह शहर किसी का है तो उन दो पूज्य नेताओं—श्री गणेश शंकर विद्याधी और मौलाना हसरत मोहानी—का है। जब हम लोगों ने वहां पर जनसब के खिलाफ मोर्चा लिया तो हमारा एक ही स्लोगन था—मैं चार दफा जीता और मेरी मुश्किल बहिन भी जीतीं—“यह शहर गणेश शंकर विद्याधी और मौलाना हसरत मोहानी का है और उन्हीं का रहेगा, यह नाथुराम गोडसे का शहर नहीं बनेगा” और न बनने दिया। इन

सब लोगों की स्टैप्स निकालने से देश की
शोभा बढ़ेगी।

हमारे देश के आर्टिस्टों को प्रोत्साहन
मिलना चाहिये। मैं इस बात के लिये बधाई
देता हूँ कि ए० आई० सी० सी० की मीटिंग
में बहुत से आर्टिस्टों को बुलाया गया। इससे
उनकी कितनी हिम्मत अफजाही हुई होगी।
इन लोगों के स्टैप्स निकाले जायें ताकि उनके
मूर्तहाद ग्रीर चाहने वाले समझे कि गवर्नमेंट
उनकी कितनी कद्र करती है।

THE DEPUTY MINISTER IN THE
MINISTRY OF FINANCE (SHRI-
MATI ROHTAGI): Sir, I was carefully
listening to the speeches made by hon.
members. Perhaps the actions taken
by the Government recently have
pinched some of them and I could see
their natural reaction. At the same
time, when one of the young hon.
Members here said that he had slept
in a democracy and he awoke in an
autocracy, what else is necessary to
provoke a reply?

SHRI S M BANERJEE: The word
was 'hypocrisy'.

SHRIMATI SUSHILA ROHTAGI: I
do not know; anyway, you can convey
it to him. But this is the word that
he quoted. May I remind him about
what he referred to—as to what he
slept to, and to what he awoke? My
feeling is that before the Emergency
was brought into the country, there
was a life of agony, pathos, lethargy,
chaos; anything people could do; any-
thing that they wanted to do. There
was no security. Now, what has the
country woken up to? The country
has woken up to discipline, dedication
to hard work and something to look
up to. Is that what the hon. Member
is ashamed of? Is that what the hon.
Member expects us, and our party, to
be ashamed of? Is that what the hon.
Member expects us to reply to? I
think that reply, if given, will not be
any reply at all. He can ask him-
self, he can ask his conscience. I

would only quote a line, when I say
that he was averse to the tears of the
common man. And what are the
tears. With your permission, Sir, I
would say:

"Tears, idle tears, I know not
what they mean; Tears from the
depth of sub-divine despair, Rise
from the heart and brim to the
eyes."

Is that the thing that he did not share?
Is that the thing that he did not want
to heed? If the Congress, the people
and the country to-day have joined
together and given support to these
programmes, I don't think we have to
be ashamed about it.

May I also, Sir say that there has
been a marked improvement during
1973 and 1974, as expressed by the
Public Accounts Committee in their
Report which has been submitted? Though
there is always scope for im-
provement, though there is always
scope for economy, though there is al-
ways scope for efficiency. Sir, may I
just point out these things for remind-
ing hon. Members who refuse to hear?
And I must place on record that Gov-
ernment have taken a certain steps
about economy in expenditure, these
include ban and restriction of new
posts; filling up of vacancies and en-
gagement of additional staff, strict
economy in office expenditure; reduc-
tion in over-time payments; restric-
tion on tours by officials; reduction in
the frequency of foreign delegations;
and restrictions on expenditure on
telephones, etc., etc.

Of course, there can always be im-
provement; and it is the duty of the
Government, it is the duty of this
House to point out where these should
be tapped and where it should be
made. At the same time, I would also
like to quote from the Report of the
Public Accounts Committee:

"The Committee note with some
satisfaction that the excess over

[Smt. Sushila Rohatgi].

authorized expenditure during 1973-74 aggregated to Rs. 10.06 crores....as against Rs. 223.81 crores and Rs. 126.33 crores respectively during the years 1971-72 and 1972-73.”

I think this speaks for itself.

Now, the last point is the reference to the family planning project which was mentioned in detail by Mr. Mavalankar. He is a man of great culture, eminence and learning. I would invite him to come with some Members and discuss this matter of family planning, because no matter how much we go on improving our production, how much we try to reduce the rate of inflation—and we have curbed the rate of inflation in a manner which is spectacular; and I think it is something which is to be admired all over the country and even in the international arena; to-day it remains at minus 8 per cent; I think, Sir, this is something to be really proud of—our population is rising at the rate of 2.3 per cent every year. Every year more or less an Australia is born into our own country. And these are not records; these are human beings which are born. And each child who cries, each child who is born, requires certain care and human consideration, education, food and everything else. Hence the point that has been mentioned by him deserves top priority. The Government is giving top priority. I would only invite him to give any suggestions that he may have in this matter. With these words, Sir, I think the House will pass the Demands for Excess Grants.

MR. SPEAKER: The question is:

“That the respective excess sums not exceeding the amounts shown under Revenue and Capital Account in the third column of the

Order Paper be granted to the President to make good the excess on the respective grants during the year ending the 31st day of March, 1974, in respect of the following demands entered in the second column thereof—

Demands Nos. 1, 13, 15, 18, 23, 33, 41, 47, 51, 53 to 57, 62, 75, 80, 85, 87, 90 and 93.”

The motion was adopted

16.10 hrs.

MESSAGE FROM THE PRESIDENT

MR. SPEAKER: I have to inform the House that I have received the following message dated the 14th January, 1976 from the President:

“I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on the 5th January, 1976.”

16.10 hrs.

*SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS), 1975-76

Mr. Speaker: The House will now take up discussion and voting on the Supplementary Demand for Grant in respect of the Budget (Railways) for 1975-76.

DEMAND NO. 15—OPEN LINE WORKS CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

MR. SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 3,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1976, in respect of ‘Open Line Works Capital, Depreciation Reserve Fund and Development Fund’.”

*SHRI KRISHNA CHANDRA HALDER (Ausgram): Mr. Speaker, Sir, through you I would like to say a few words about the supplementary demands for grants for Railways for the period 1975-76.

Sir, you might have read in newspapers some time back, that the Railways are spending one crores of rupees on the maintenance of VIP Saloons every year. In fact these saloons are utilised by the members of the Railway Board mostly and by other dignitaries also. This is one single instance to show how the Railway administration doggedly pursue, out-dated, out-moded and colonial practices which were followed by the Britishers. Today when the country is under emergency and appeals are being made to bring about economy and better discipline in very sphere of the nation's life, the Railway Administration does not appear to be aware of it. They are spending a huge amount for the luxury of the officers. Today when the workers and the petty employees of the railways are being called upon to make sacrifices, there is no reason why the officers too should not be asked to do the same. I would therefore, suggest that the time has come when there should be no difference in matters of sacrifices between an ordinary railway worker and an officer. I would also suggest that this amount of rupees one crore should be better devoted for the welfare of the workers of the Railways who are running the railways from Kashmir to Kanya Kumari from Assam to farthest West. There is no justification for the maintenance of these VIP saloons at such a high cost. It would be better and appropriate if we are able to spend this sum for the education and welfare of the children of the railway employees and for creating better passenger amenities. I would, therefore, demand Sir, that there should not be

any gap between what is said and what is practised by the Government and they should consider and abolish these saloons and divert the funds for the education and welfare of the railway employees and the passengers. I would also expect that the hon. Minister, Mr. Qureshi, while replying to the debate would give a specific reply to this point.

While taking part in the discussion on the Railways I had mentioned earlier that the big industrialists and business men of Bombay, Madras, Calcutta, Delhi etc. use railway wagons as godowns. Of late, the Government have taken some steps in this direction but I would, like to have a clear and specific answer from the Minister when he answers the debate as to the number of traders and business men who were prosecuted for misusing the railway wagons to further their own ends, the earnings that were made by the railways as a result of this action and the present position that is prevailing in the matter in the different railways.

Sir, I would also like to take this opportunity to bring to the notice of the hon. Minister the plight of the workers who are engaged in the wagon manufacturing industry which is mainly located in the eastern zone of the country. These wagon manufacturing units mainly depend on the railway administration for the sale of the wagons that are produced in their units. Unfortunately, some of these units like the Indian Standard Wagon Company, Burn and others have been compelled to cut down their production heavily because of the steep fall in demand for the wagons in the railways. I hardly need to emphasise Sir, as a result of this, these units have resorted to lay off and thousands of workers have been rendered jobless. The Railways earn a greater

[Shri Krishna Chandra Halder]

part of their earnings through freight and for this wagons are necessary. It has been said on behalf of the Government that during the 5th Five year Plan there will be a substantial increase in the railway freight service and if the Government estimate of the future is correct then there is no reason why the demands for the wagons should not be augmented in time to meet the demand when it comes up. It is, therefore, necessary that the Railways should re-assess their need for wagons and place better orders to these manufacturing units so that the units themselves are not compelled to lay off and bring miseries to the workers. During the course of his speech the hon. Minister has said that every day one thousand additional wagons than last year are being used I do not know whether this is in keeping with the demand or not but as the Government says the demand is likely to increase then there is no justification of not augmenting production of wagons in our own country. These wagon manufacturing units have asked for diversification of their products. I am not against diversification but I am truly interested to see that as a result of the faulty policy of the Government the workers engaged in this industry should not be made to suffer.

I would now come to Calcutta tube railway. Sir, Calcutta is one of the biggest cities of our country which is visited by persons from all corner of the country. But to an outsider the city of Calcutta is a horror city because of the pressure of the population, the lack of adequate transport facilities, etc. Even though the Government have taken a decision to introduce tube railway, the work on this project is proceeding haltingly. Sir, the more the time we take in executing the project the more will be the cost of construction. Whether this project will at all be completed or will it be left half way, as it is

today, is the question in every man's mind. I would therefore urge upon the Minister that he should take every step to ensure expeditious implementation of this scheme and tell this House in reply the progress so far made and the targets fixed for the future.

In 1972 the Prime Minister had gone to Calcutta to address an election meeting. During the course of her speech she had given a promise to the people of West Bengal that the Howrah Amta Light Railways will be replaced by the broad gauge line. Pursuant to this assurance, the metre gauge line was scrapped and foundation stone for broad gauge line was laid but unfortunately nothing substantial has been done in this direction. Lot of complications are being created. It is now being argued by the Centre that the broad gauge line can be laid off the West Bengal Government arranges for the land from their own resources. Thus the people of West Bengal have been put to a great predicament. Thousands of people used to come to the city of Calcutta for attending offices, selling milk and vegetables and they used to go back by the same train to their homes at night. Today all these persons have been put to great difficulty because the old line has been scrapped and the new line has not come up. The whole process is so painfully slow that the people of West Bengal have started doubting whether the project would at all be completed. I do not know whether the work will be expedited or a fresh foundation stone would be required to be laid only when the next general elections are held in the country? I would therefore request the hon. Minister to tell this House and through this House to the people of West Bengal as to what they are going to do, what is the present position and by what time this will be completed.

I would like to take this opportunity also to remind the Railway Minister, Shri Qureshi, who is present in the House, of an indication may assurance

given by Panditji Kamlapati Tripathi when he had gone to Chitrnanjan Locomotive works. Panditji had told the people that he would consider making Asansol-Burdwan section a suburban section but I regret to say Sir, that the Railway Ministry have yet to take some positive action in this direction. The importance of this section needs hardly to be emphasised. It feeds the Durgapur industrial belt, the collieries, IISCO, Chitrnanjan Locomotive Works, DVC etc., People from all over India go to Calcutta through this section. This is a point where the grand chord meets the main line and the bottlenecks at this point needs to be cleared for efficient handling of passenger and goods traffic. It is very essential that Burdwan-Asansol section is remodelled and more space is created to ensure better handling of railway rakes. I have sent many representations from the people of this area and written letters to the hon. Minister drawing the Government's attention to the above needs, but I have given only mechanical replies to my queries. The hope aroused by Shri Kamlapati Tripathi is getting dampened. Some days back a Congress VIP had told me personally that he had to wait for nearly 5 hours to go from Durgapur to Calcutta. Such is the plight of the people of this area. It is very essential that a fast train from Asansol to Howrah is introduced immediately. E.M.V. Coaches should be introduced and more bogies are attached at Asansol to trains going to Calcutta so that people's sufferings are ended, and if is not done, I am afraid that the peoples anguish may not remain peaceful for all time to come.

A little while ago the hon. Minister had informed this House that nearly 841 railway employees are sacked for taking part in the railway strike. He had also told this House that there were some charges against them. I would like to tell the hon. Minister that it is not impossible to level baseless charges by the officers against the workers and in fact it has been done on many occasions. Some time back at Chitrnanjan Locomotive Works there

were some clashes between the workers.

Eventually it was found that murder charges were framed against some workers who belonged to some independent trade unions. What I want to emphasise in this connection is that it is quite likely that all the charges that have been framed against the workers may not be true. It is necessary therefore that an impartial inquiry into the matter should be held and even a parliamentary committee may be constituted to go into the matter. I would once again urge upon the Minister that cases of 841 employees should be considered sympathetically and that they should be taken back to work because it is now nearly two years that they are sacked. With these words and hoping that the hon. Minister would give humane and sympathetic treatment to these workers I conclude.

16.28 hrs.

[SHRI VASANT SATHE in the Chair]

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Mr. Chairman, Sir I rise to support the Supplementary Demands for Grants for Railways.

It is very happy to note that the Railways of late are making good progress in all directions. I must say, a kind of new confidence has returned to the Railways after the Emergency, wherever we go, we find that there is a kind of participating collaboration between the administration and the employees. It is a very good new development after the Emergency and, we hope, that this will improve further.

Here, I would like to take the opportunity to place before the hon. Minister some of the difficulties and the shortcomings that we the people in Orissa feel so far as the railway communication is concerned. We are also quite confident that our Railway Minister, Shri Tripathi and Shri Qureshi have been very kind and receptive to whatever we have put before them. I would like to bring to the notice of the hon. Minister that so far as Orissa is concerned, it is peculiarly placed so far as railway communication is con-

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cerned. In the coastal Orissa, the railway line connects Madras and Calcutta and, in the western districts, there is also a railway line. But between the coastal and western districts, there is no link. Therefore, what the State Government of Orissa has suggested and we have also always met the Ministers and tried to impress upon them is that there should be a link between the coastal and western districts of Orissa and that the Government of India should be kind enough to start work on Jakhpura-Banspani railway link. It has been almost cleared, the locational survey and final engineering survey and everything has been completed and, in the budget, money has been provided for, but the work has not been taken up. The usual reply that we get from Government is that the State Government has not replied as to what will be its contribution to the cost, and that is the hurdle to the work starting. Therefore, I appeal to the Hon'ble Minister to look into the special difficulty of the State of Orissa and the railways so far as the coastal and the western districts are concerned and I would again request the Hon'ble Minister to kindly re-examine the whole thing. This year has become a hopeful year for the railways so far as finance is concerned and I hope that the Jakhpura-Banspani line will be taken up for construction in 1976-77—because it is a very hopeful new year so far as all aspects are concerned—so far as the economy is concerned, production of food-grains is concerned, etc. Therefore I hope that in 1976-77 we shall see that the construction of the Jakhpura-Banspani railway is taken up.

There is another railway which I have been pursuing for the last fifteen years and that is from Khurda Road to Phullbani via Daspala and Navagarh, which is a tribal district and is completely cut off. I hope that, though funds may not permit it now, this line will always be kept in

view to help those backward areas.

I would also like to bring to the notice of the Hon'ble Minister, as many of us said, that the zones were constructed or the Railways were divided into these different zones as long back as ten or twenty years ago. There, things have developed and communication facilities have developed so much. To whichever zone you may go you will see that their work has multiplied. Therefore, many of the zones have become unmanageable. So I would suggest to the Government and the Hon'ble Minister to see that these zones are re-arranged again. Taking into view the new load that has come about and all the developments that have taken place during the last twenty years, this requires immediate consideration. I have always had a very responsive reply from the Minister and the Administration that they have not closed their eyes and whenever the need arises, the re-arrangement of the zonal system would be looked into, and I hope that the time has come when it will be looked into.

Similarly, if you take the case of the South-Eastern Railway, it covers almost six States and it carries almost 80 per cent of the load of the entire Indian Railways. This is one of the very good earners and it is doing well—and I am happy that the whole Administration and the workers are working together. But I would suggest, why not have a kind of coastal-railway zones connecting all the coastal States by having a new railway zone? You can call it a coastal railway or any other railway and you can have the zonal headquarters in Orissa or Andhra or anywhere, but have a new coastal railway zone so that you can take off the load of the South-Eastern Railway and make it a viable zone for effective implementation of all the programmes.

Similarly, I would also suggest that so far as Divisions are concerned, you have to create many more new Divisions. If you go to any railway or

any Division, the man in charge of the Division says that it has become unwieldy. There has to be a re-arrangement of these, and I would suggest that Rourkela may be a new Division. I have gone and seen things there; it can be a good, viable new Division.

I have represented many times to our Committees and the Government regarding apprentice-ship facilities—one item of the twenty-point programme. The Railway Administration was kind enough to allow 1000 apprentices for the South-Eastern Railway but, because of the unequal development of the railway communications, what happened? Out of 1,000 apprenticeships went to the West Bengal side, and whenever this point is raised it is said that there are no workshops there. Therefore, all the 998 apprentices were recruited from West Bengal to get the training at Khargpur. Therefore, you are not implementing this aspect of the 20-point programme so far as the other States like Orissa and Andhra Pradesh are concerned. The reason given is that there are no workshops in those places. Therefore, I have always been pursuing this matter with the Railway Administration. Whenever you are arranging for workshops, you should have them on Khurda Road so that whenever an opportunity comes for providing employment to the young men of those states, workshops are available where those people can be trained. I hope, this matter will be looked into. The South-Eastern Railway authorities have already moved in this matter favourably. It must be pursued, so that something can be done in this direction.

I must congratulate the hon. Railway Minister for introducing Puri-Tirupati Express and the Brindavan Express. This helps national integration. We had invited the hon. Railway Minister, Shri Kamalapati Tripathi, on that day, but he could not come. There was jubilation all round

when the train started because two important places of pilgrimage, Puri and Tirupati, were being linked up directly. In this connection, I would like to invite the attention of the Government to the fact that there is no direct train service from the western districts of Orissa to Puri. We could connect Puri to Tirupati, that is, one part of Orissa to another State we are connecting Puri with the whole of India, but in the same State, there is no direct service from the western part of Orissa to Puri. Therefore, I plead sincerely: why not have a Jharsuguda-Puri Express so that people from western part of Orissa, from those six districts, Sambalpur, Kalahandi, Phulbani, and all other districts of western Orissa, could come to Jagannath Puri directly? Now, they have to change trains at three or four places. I hope, this matter will receive the attention of the Railway Administration.

I would like to draw the kind attention of the Railway Minister to the Cuttack-Paradeep rail link. Two or three years have passed. It must have stabilised. I would request the hon. Minister to run passenger services at least for the benefit of the railway employees who are now required to go to the different stations in that line only by bus. I hope the line has stabilised; if not, the matter should be looked into and the needful should be done early.

I was, first, thinking of not raising this point before the hon. Minister, but I feel I should bring this to his notice. Government have sanctioned more than Rs. 1 crore for re-girdering the Mahanadhi bridge which is about 100 years old. I am sorry to say that the girders which are being used there are below specifications. Fortunately, some officers—I must congratulate them—could see through this game. On account of this, the work has been delayed for six months. I do not know now much inconvenience has been caused to people on this account. I am not going into

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the details now. This is a very serious matter, and I would request the hon. Minister to take immediate action in this regard tomorrow or the day after, action should be taken to find out how girders below specifications came to be used in a project which will cost us more than Rs 1 crore and whether any attempt is being made to rectify or replace the material. Using sub-standard material here will be very dangerous. So much of money is being spent on this project I hope, this matter will be looked into urgently.

Lastly, I come to the cooperative housing schemes. Railways have enough land. They are not providing quarters for the railway employees because of economy measures. I am, of course, happy that in the case of Rourkela some Type II quarters have been sanctioned. Why not give the Railway employees land if they are prepared to take loan, which the Government of India is giving them, and construct their own houses? Government of India is giving them advances for housing schemes. The Railways have enough land. Why not give them the land, so that they can construct their own colonies?

I appeal to the Government to look into all these things. I support the Demands.

श्री कमला मिश्र मधुकर (केसरिया) :

सभापति जी, मैं सबसे पहले पंडित जी को धन्यवाद दगा कि एमर्जेंसी के बाद भारत सरकार के अन्य विभागों में जो सुधार हुआ है सभी तरह देश के सब लोगों के जीवन को प्रभावित करने वाले इस विभाग में भी काफी सुधार हुआ है। बाडियों के संचालन में जो सुधार हुआ है उससे लोगों को काफी राहत मिली है। इसके लिये मंत्री लोग धन्यवाद के पात्र हैं। इसके साथ ही वे वर्कर भी धन्यवाद के पात्र हैं जिनको रेलों का संचालन

करना पड़ता है और जिन्होंने घादेंशो का ठीक ढग से पालन किया है।

पंडित जी चन्दन लगाते हैं, जिससे उनकी शोभा होती है। पंडित जी के प्रशस्तन की चादर में कुछ काले धब्बे भी हैं। मैं उनसे अपील करूंगा कि वह उन धब्बों को भी हटा दें। अगर वह चन्दन लगाने के साथ साथ उन काले धब्बों को भी हटा देंगे तो शोभा और ज्यादा बढ़ जायेगी।

सबसे बड़ा काला धब्बा यह है कि रेलवे हड़ताल चाहे जैसी भी हुई हो लेकिन अभी भी 1,000 मजदूर ऐसे हैं जो रेलवे के परमानेंट एम्प्लायी हैं जिनको काम से बाहर रखा गया है। हमारे तमाम मित्रों ने उनके परिवार की स्थिति, उनकी सामाजिक स्थिति और जीवन में पेश आन वाली कठिनाइयों की चर्चा की है। मैं मंत्री महोदय से अपील करूंगा कि वह उन 1,000 मजदूरों को काम पर लगाये जिन पर हिंसा का कोई चार्ज नहीं है। मुझे ऐसे लोगों की जानकारी है जिन पर हिंसा के चार्ज नहीं हैं। लेकिन प्रशासन में जो गड़बड़ी है उसमें कारण उनको काम पर नहीं रखा गया है। उदाहरण स्वरूप धनवाद डिब्बेज में 40 ऐसे परमानेंट एम्प्लायी हैं और करीब 60-80 कैजुअल लेबर हैं जिनको अभी तक काम पर नहीं रखा गया है। मैं मंत्री महोदय से अपील करूंगा कि उनको काम पर रखा जाय क्योंकि उनके विरुद्ध हिंसा का कोई चार्ज नहीं है। मंत्री महोदय ने माननीय सदस्य श्री रामावतार शास्त्री को जवाब दिया है कि उन पर वायोलेंस के चार्ज नहीं हैं।

ग्राल इण्डिया रेलवे मैनेजमेंट, जिसके नेता श्री जार्ज फर्नेन्डो है, ने लगातार रेलवे वर्कर्स को चिट्ठियां लिखी हैं कि रेलवे के कार्य को सैनबोटाज, भीतर-घात किया जाये। लेकिन यह दुर्भाग्य की बात है कि जो संगठन सरकार के 20 प्वाइन्ट प्रोग्राम पर

अमल करने के लिये कृत्-संकल्प है, अर्थात् इण्डियन रेलवे वर्कर्स फीडरेशन, उसकी सरकार रिकग्नाइज नहीं करती है। यह संगठन सैबोटाज में विश्वास नहीं करता है और 20 प्वाइन्ट प्रोग्राम पर अमल करने के लिये तैयार है, लेकिन अधिकारियों द्वारा उसके सदस्यों को विक्टेमाइज किया जा रहा है।

यह सही है कि एमरजेन्सी के बाद अधिकांश अधिकारियों ने अपने को बहुत सुधारा है, लेकिन अभी भी ऐसे कई अधिकारी हैं जो लायल कर्मचारियों को प्रोत्साहित नहीं करते हैं। जो कर्मचारी कार्यक्षमता को बढ़ाना चाहते हैं, उनको प्रोत्साहित करने के बजाय तरह-तरह से परेशान किया जाता है। मन्त्री महोदय को ऐसी अफमरशाही का समुल नाश करना पड़ेगा ताकि इस अफसरशाही का बुरा रूप देश के सामने न आये और रेलवे प्रशासन और अच्छा हो।

वर्कर्स पार्टिसिपेशन इन मैनेजमेंट का सिद्धान्त सरकार ने मान लिया है, लेकिन रेलवे में इस बारे में कोई कार्यवाही नहीं हो रही है। मैं अपील करूंगा कि इस दिशा में कार्यवाही होनी चाहिये।

मांग संख्या 5 में भवन-निर्माण की बात कही गई है। एन० ई० रेलवे में मुजफ्फरपुर बड़ी लाइन और छोटी लाइन दोनों का जंक्शन है। वहां पर बड़ी लाइन के लिए इमारत है, लेकिन छोटी लाइन के जंक्शन के लिए कोई इमारत नहीं बन पाई है। वहां यात्रियों के लिए कोई शेड या वेटिंग रूम भी नहीं है, जिसके कारण उनको बड़ी कठिनाई होती है। इसलिए छोटी लाइन के यात्रियों के लिए शेड और स्टेशन के लिए इमारत का निर्माण किया जाना चाहिए, ताकि उन्हें सहूलियत हो सके।

एन० ई० रेलवे में मुंगोली का बहुत महत्व है, क्योंकि वहां पर नेपाल का लिंक होता है। जो लोग नेपाल अथवा रक्सौल जाते हैं,

उनको मुंगोली में गाड़ी बदलनी पड़ती है। लेकिन उस स्टेशन पर वेटिंग रूम तथा यात्रियों के लिए अन्य कोई सुविधायें नहीं हैं। फारेन टूरिस्ट्स वहां से गुजरते हैं, लेकिन उस स्टेशन के रेनोवेशन के लिए कोई कार्यवाही नहीं की गई है। यदि मन्त्री महोदय मुंगोली जंक्शन स्टेशन के मुधार, वेटिंग रूम के निर्माण और अन्य सुविधाओं की व्यवस्था के कार्य का भी इन मांगों में समावेश करते, तो हमें खुशी होती। मेरा निवेदन है कि मुंगोली जंक्शन के महत्व को कम न आंका जाये, बल्कि उसको उचित महत्व दिया जाये। यह खेद की बात है कि इन मांगों में इस तरह ध्यान नहीं दिया गया है।

इसी डिमांड में क्षतिपूर्ति का भी उल्लेख है। रेलवे गोडाउन में चोरी और रख-रखाव की व्यवस्था में कमी के कारण पेरिशेबल आर्टिकल्ज, शीघ्र नष्ट होने वाली वस्तुओं, को क्षति पहुंचने से रेलवे को लाखों लाख रुपये खर्च करने पड़ते हैं। हम चाहते हैं कि प्रशासन में ऐसा सुधार लाया जाये, जिससे रेलवे में चोरी बन्द हो, गोडाउन और रख-रखाव का व्यवस्था में सुधार हो, ताकि रेलवे प्रशासन को जुर्माना या कम्पेन्सेशन न देना पड़े।

बहुत से रेलवे मजदूरों पर सुप्रीम कोर्ट, हाई कोर्ट या लोअर कोर्ट में केस चल रहे हैं। अगर सरकार ने सद्भावना दिखाई होती— जो कि उन ने दिखाई भी हैं—और उन लोगों को काम पर लगाया होता, तो ये केस खत्म हो जाते और इस प्रकार रेलवे प्रशासन का खर्च कम हो सकता था।

जहां तक डिमांड नम्बर का सम्बन्ध है, जब से मैं पार्लियामेंट का मेम्बर बना हूँ, तब से मैं इस बात की चर्चा करता आया हूँ—मुझे इस बारे में आश्वासन भी मिला था—कि एक नई ब्रांच लाइन हाजीपुर से वैशाली, साहबगंज, केसरिया, अरेराज और पहाड़पुर

[श्री कमला मिश्र मधुकर]

होते हुए सुगौली जंक्शन तक बनाई जाये। यह क्षेत्र नारायणी नदी के किनारे और गडक योजना के कमांड एरिया में पड़ता है। हाजीपुर, माहबगंज और केमरिया जैसे बिजनेस सेंटर इस क्षेत्र में हैं। मंत्री महोदय ने काशी विश्वनाथ जाने के लिए सुविधायें दी हैं। वह निरूपित के लिए भी ट्रेन चला रहे हैं। मंत्री महोदय को ज्ञात होगा कि उरेंराज में महादेव का मंदिर है और लाखों लाख यात्री बहा जाते हैं, लेकिन उन के लिए ट्रेन की कोई सुविधा उपलब्ध नहीं है। अगर यह रेलवे लाइन बिछा दी जाये, तो वह डम छान को कवर करेगी। और तमाम बिजनेस सेंटर को पकड़ेगा। साथ ही वैशाली लिच्छवियों की राजधानी रही है, उस को भी वह छूएगा। इस से टूरिस्ट डेवलपमेंट में भी सहायता होगी। एक तरफ तो वह गडक के कमांड एरिया को पकड़ता है, बिजनेस सेंटर्स को पकड़ता है, ऐतिहासिक स्थान को पकड़ता है और दूसरी तरफ जो एक धार्मिक स्थान है जिस में आप विश्वास करते हैं उस को भी पकड़ता है, इसलिए इस लाइन को खोलना जनहित में और पूरे नार्थ बिहार के उस बेल्ट के लिए बहुत ही आवश्यक है। मैं चाहूंगा कि आप उस का सर्वे कराएं। उस का सर्वे कराया भी गया था लेकिन पता नहीं आया कि क्या ने उस को रिपोर्ट लिखी कि वह मुनाफे की लाइन नहीं होगी। मैं समझता हूँ कि वह लाइन मुनाफे की होगी और मैं चाहूंगा कि आप उस का सर्वे फिर से कराएं।

ऐसे ही स्वर्गीय मिश्रा जी ने एक आश्वासन दिया था कि मुजफ्फरपुर से नरकटियागंज तक बड़ी लाइन खोली जायगी और दरभंगा से रक्सोल तक बड़ी लाइन ले जाई जायेगी। मैं आप को स्वर्गीय मिश्रा जी की इस बात की

याद दिलाना चाहता हूँ जिसमें मुजफ्फरपुर से नरकटियागंज तक बड़ी लाइन ले जाने का आश्वासन दिया गया था और मैं यह निवेदन करूंगा कि यह लाइन एकोनामिकली बहुत कम खर्चीली पड़ेगी, साथ ही यह बिहार के बहुत बड़े हिस्से को पकड़ेगी जिस में मुजफ्फरपुर खुद एक डिवीजनल टाउन है। इसलिए इस लाइन को बनाने के ऊपर ध्यान दिया जाना चाहिए।

ऐसे ही सप्लीमेंट्री डिमांड में एक चर्चा आनी चाहिए बी उत्तर प्रदेश और बिहार को जोड़ने वाला जो छिन्नी का ब्रिज है उस ब्रिज की जो नारायणी नदी पर बन रहा है। उस का काम बहुत स्लो गति से हो रहा है। मैं चाहूंगा कि उस में तेजी लाई जाय और आप यह बताएं कि उसे कब पूरा करने जा रहे हैं? इस के लिए आप पैसा मांगने तो बात समझ आ सकती थी।

इसी तरह उत्तर बिहार और दक्षिण बिहार को जोड़ने के लिए एक महत्वपूर्ण चीज है पटना का पुल। उसके मिनमले में स्वर्गीय मिश्रा जी ने कहा था कि रेल-बम रोड पुल बनाया जायगा। लेकिन पता नहीं क्या हो रहा है? मैं चाहूंगा कि उस बात पर ध्यान दिया जाय और पटना का पुल जो है उस को रेल-बम-रोड पुल बनाया जाय ता वह देश के लिए तथा उत्तर बिहार और दक्षिण बिहार के लिए बहुत ही महत्व की चीज होगी। जब तक आप उस काम का नहीं लेंगे तब तक वह काम होने वाला नहीं है।

एक और बात की भी आप की मांग में चर्चा होनी चाहिए थी, पंडित बिभूति मिश्र ने भी उस की चर्चा की है कि सोनपुर तक आप बड़ी लाइन ले जा रहे हैं, उस को मुजफ्फरपुर तक क्यों नहीं बढ़ा देते हैं? मुजफ्फरपुर तक उस को न बढ़ाने से सोनपुर से मुजफ्फरपुर तक आने जाने में जनता को कितनी कठिनाई होगी, मैं नहीं कहता कि एम पीज को कठि-

नाई होगी या नहीं, लेकिन ग्राम जनता को बड़ी कठिनाई होगी, इसलिए आप सोनपुर में मुजफ्फरपुर तक बड़ी लाइन को ले जाइए।

ऐसे ही एक बात डिमांड नम्बर 14 के संबन्ध में कहना चाहता हूँ। वह है एक ओवर ब्रिज के सम्बन्ध में जिसे मोतीहारी शहर में बनना है जो सदर मुकाम है पूर्वी चम्पारन का। चम्पारन का पुराना इतिहास सब लोग जानते हैं कि गांधी जी ने अपना सत्याग्रह वहीं से शुरू किया था। तो कम से कम उस नाम पर भी उस इलाके को विकसित किया जाना चाहिए और मोतीहारी शहर में एक ओवर ब्रिज जिस की मांग पंडित विभूति मिश्र ने भी की और मैं भी कर रहा हूँ बनाया जाना चाहिए।

एक बात मैं मांग संख्या 9 के सम्बन्ध में करना चाहता हूँ। उस में रेलवे प्रशासन की ओर से चलाए जाने वाले भोजनालयों की चर्चा की है। रेलवे के और विभागों में जहां मुधार हुआ है वहां रेलवे के भोजनालयों में कुछ भी मुधार नहीं हो पाया है। बैसा खाना हम को मिलता है जैसा पहले मिलता था। उस के सम्बन्ध में कभी चर्चा चली कि डिपार्टमेंटल कैंटीन चर्चियाँ, कभी प्राइवेट एंजैसियों को देने की बात कही गई और फिर कहा गया कि मांगाइटियों को देंगे। कोई नीति निर्धारित नहीं हो पाई। एक जानकारी उस में मुझे है कि मजदूरों ने मजफ्फरपुर में अपनी सोमाइटी बनाई और दख्खान्मन दी इस के लिए।

हम उस के लिए रेलवे मंत्री में मिले भी थे लेकिन उस के बावजूद वह प्राइवेट इंडि-विडुअल को दे दी गई और मजदूरों की सोमा-इटी को नहीं दी गई। मैं निवेदन करूंगा कि कुरेशी साहब इस बात के ऊपर ध्यान देंगे क्यों कि उन के सामने ही यह बात हुई थी और उन्होंने यह आश्वासन दिया था कि हम प्राइवेट एंजैसियों को नहीं देंगे, सोसाइटियों को देंगे।

दूसरा सवाल कैंटीन में लगे हुए मजदूरों का है जिनकी सब से ज्यादा बुरी अवस्था है क्योंकि रेलवे उनको स्थायी एम्पलाई नहीं मानता है। उनको कैंजुअल वर्कर माना जाता है और उनको कोई अन्य सुविधायें नहीं मिलती हैं। वह अफसरों के व्हिम्स पर रहते हैं, वह जब चाहें उनको हटा सकते हैं, रख सकते हैं। तो ऐसे लोग जो लोवर ग्रेड में हैं जिनकी कोई सर्विस सिक्योरिटी नहीं है उनकी ओर विशेष ध्यान जाना चाहिए। आपकी जो डिमांड है उसमें उनकी चर्चा होनी चाहिए थी और कैंटीन डिपार्टमेंट में लगे हुए जो रेलवे के मजदूर हैं उनकी सर्विस की अनिश्चितता दूर करने और अन्य सुविधाएं देने की बात होनी चाहिए थी।

रेलवे में जो कुछ सुधार हुआ है उसके लिए मैं आपको धन्यवाद देता हूँ लेकिन आपने यह नहीं सोचा कि जो पहले थर्ड क्लास था उसमें अब आपने तीन पाइयों के स्थान पर दो पाइयों ही रखी हैं लेकिन उसमें से केवल एक पाई हटाने के बलावा और कोई भी सुधार नहीं हुआ है। जब आप बीस प्वाइंट प्रोग्राम की बात करते हैं, समाजवाद की बात करते हैं और आप कहते हैं कि देश में हम ग्राम जनता की अवस्था में सुधार लायेंगे तो क्या संकेप्ट क्लास के यात्रियों की सुविधाओं में भी विकास किया जाएगा या नहीं। अगर आप यह महसूस करते हैं तो ग्राम जनता को जो पानी की सुविधा नहीं मिलनी है, पंखे की सुविधा नहीं मिलनी है और इन-सेनिटेशन रहता है उसकी ओर भी आप ध्यान दीजिए।

एक बात की ओर मैं आपका ध्यान दिलाना चाहता हूँ कि जहां रेलवे के कार्य-संचालन में सुधार हुआ है, गाड़ियां तेजी से चल रही हैं और समय में पहले आ रही हैं। जयन्ती जनता, तिनमुधिया मेल और डीलक्स जो पटना से आती है यह गाड़ियां दिल्ली आधा घंटा पहले पहुंच जाती हैं—यह

[श्री कमला मिश्र मधुकर]

प्रसन्नता की बात है कि वह समय से पहले पहुंच जाती है लेकिन मेरा सुझाव है कि रेलवे इस गैप को कम करे ताकि यात्रियों को जो आधा घंटा रेल में रुकना पड़ता है वह रुकना न पड़े। इस प्रकार इसमें और सुधार लाया जाये।

जोगी पास्वान की चर्चा चलाई गई है। तीन रेल मंत्रियों के समय में, जिसमें एक स्वर्णवासी हो गए, एक पहले हट गए लेकिन जोगी पास्वान को सर्विस में लेने के लिए कुछ नहीं किया गया। इस सम्बन्ध में मंत्रियों से वार्ता हो चुकी है। श्री भोगेन्द्र झा ने बात की, शास्त्री जी ने भी बातचीत की लेकिन जोगी पास्वान के भाग्य में कोई भी परिवर्तन नहीं हो रहा है। जोगी पास्वान ने कोई भी कुसूर नहीं किया है जिसके लिए उसको नौकरी से हटाया जाये। वह ऐसे ममाज से आता है जिसको पिछड़ा समाज कहा जाता है। आप ध्यान देकर जोगी पास्वान को सर्विस में लाये। इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ।

17 hrs.

श्री राम सहाय पांडे (राजनन्दगाँव) : सभापति जी, इस सदन में आवागमन और यातायात के इतिहास के परिप्रेक्ष्य में जब हम देखते हैं तो हमें तीन बातों का स्मरण आता है। एक तो उस आहुति का स्मरण आता है जो कि श्री ललित नारायण मिश्र ने दी। दूसरा इतिहास है श्री कमलापति त्रिपाठी का जो उन्होंने एक नया नेतृत्व प्रदान किया। सारा देश उनको साहित्य जगत में पाणिनी का आदर देता था लेकिन प्रशासन की तुला में वे इनमें खरे और श्रेष्ठ उतरेगे वह उन्होंने अपने नेतृत्व से प्रदर्शित कर दिया है। तीसरा आपातकालीन स्थिति का इतिहास श्रीमती इन्दिरा गांधी से जुड़ गयी है। आपात कालीन स्थिति के पहले पहला इतिहास यह था कि यात्री को असुविधा और दुविधा

रहती थी कि स्थान मिलेगा या नहीं, स्थान मिल जाने के बाद गन्तव्य स्थान तक पहुंचेगा या नहीं, कहा फिश प्लेट निकाल दी जायेगी, कब गाड़ी डिरेल हो जायेगी, कब दुर्घटना हो जायेगी—यह सारी बातें बड़ी अनिश्चिन्ता थी। ललित बाबू की दुर्घटना घटना के बाद पंडित जी के कंधों पर जो दायित्व आया और अपने प्रशासन-कौशल से उन्होंने जिस प्रकार इसको देखा, इसका सिंहावलोकन किया—मैं उनके औदार्य को जानता हूँ, कर्मचारियों के प्रति उन्होंने जो उदारता प्रदर्शित की—वह सर्वविदित है। मैं आपको यह भी बतलाऊँ कि इन्हीं दिनों बिना अपने आपको ससद सदस्य जाहिर किये, मैंने सामान्य से सामान्य कर्मचारी से पूछा—आपको इस समय के रेलवे प्रशासन में क्या कष्ट है? उन्होंने कहा—रफ्तार को तो छाड़ ही दीजिये, उस समय तो बहुत सारी सुविधाएँ प्राप्त हो रही हैं। किसी यात्री में पूर्ण विश्वास—वह रहता है—मुझको बगैर पैसा दिया स्थान मिल गया, और बगैर पैसा दिया टिकट मिल गया और अपने गन्तव्य स्थान पर पहुंचने की जो अनिश्चितता थी, वह दूर हो गई। यह बड़ी भारी उपलब्धि है और इसका श्रेय त्रिपाठी जी के नेतृत्व, औदार्य और प्रशासन कौशल का है। उनको कुरेशी साहब जैसे अच्छे साथी मिल गये, जो बहुत अनुभवी हैं और बूटा सिंह जी जैसे नये साथी मिले—एक बहुत अच्छा मन्त्रिमंडल बन गया। एक अच्छे प्रशासक की दृष्टि से उन्होंने सबको नील कर देखा, कौन व्यक्ति कहा पर कुशलता और दक्षता का काम कर सकता है। आये-दिन रेलवे कर्मचारियों और रेलवे बोर्ड की जो आलोचना होती थी, वह भी समाप्त हो गई। अब आपको यह अनुभव भी हो गया होगा—जी० टी० कितने बजे आ रही है—यह पूछने की आवश्यकता नहीं रही। अगर आपको किसी यात्री का स्वागत करने के लिये जी० टी० पर पहुंचना है और यदि आप दस मिनट पहले नहीं पहुंचें तो वह यात्री आपके घर पहुंचा हुआ मिलेगा।

हर स्टेशन पर गाड़ी दसमिनट पहले पहुंच जाती है या कभी कभी आउटर लाइन पर खड़ी रहती है। यह चमत्कार कैसे हो गया। व्यक्ति वही हैं, कर्मचारी वही हैं, तन्त्र वही है, यन्त्र वही है—यह सब कैसे हो गया? मुझको तो ऐसा लगता है कि सब चीजें वहां थीं, लेकिन सब को समन्वित करने वाला नेतृत्व नहीं था। आज वह नेतृत्व मिल गया है।

एक दिन मैंने पंडित जी के डाइंग रूम में देखा—मामान्य से सामान्य व्यक्ति भी उनके पास आकर आवेदन पत्र दे सकता है और व उसके साथ न्याय करते हैं, वह व्यक्ति गदगद होकर उनके पाम में जाता है। ये सी०पी०एम० वाले या जार्ज फरनेण्डीज वाले, जिन्होंने रेल का चक्का जाम करने की घोषणा की थी और कहा था कि इमको चलने नहीं देंगे—अगर उनका दृढ़ता के साथ मुकाबला न किया जाता तो आज भारतीय प्रशासन अपने स्थान पर ठप्प हो जाता। वह परीक्षा का काल था, परन्तु बड़ी दृढ़ता के साथ, हमारी प्रधान मंत्री जी ने उसका मुकाबला किया। उस वक्त बड़े बड़े चैलन्जेज दिये गये थे—मालगाड़ी में पंजाब का गेहूं भरा पड़ा था और दूसरी तरफ गुजरात की जनता भूखों तड़प रही थी। वे कौनसा चक्का बन्द करना चाहते थे—जो भारत की दिशाओं को मिलाता है, रेलवे—जो तमाम दिशाओं के लोगों का भरत-मिलाप कराती है, जो क्षेत्र, सम्प्रदाय, धर्म, भाषा के स्तर में उठ कर लोगों को एक दूसरे से मिलाती है, बदीनाथ जाना है तो हरिद्वार जाना पड़ेगा, कन्याकुमारी जाना है, रामेश्वर जाना है, जगन्नाथपुरी जाना है तो रेलवे ही एक ऐसा माध्यम है जिसके द्वारा आप उन स्थानों पर पहुंच सकते हैं, विवाह-शादी, काम-काज, तमाम ललित सम्बन्धों के लिये—रेलवे ही एक मात्र माध्यम था—लेकिन उस समय उसको कहां से कहां पहुंचा दिया गया, एक ऐसा अविश्वित वातावरण रेलवे में उपस्थित

कर दिया गया था—यात्री नहीं जानते थे कि आगे क्या होगा। लेकिन पंडित जी के प्रशासन-कौशल से स्थिति को बदल कर रख दिया और आज 36 नई गाड़ियां चालू की गईं

सभापति महोदय : रेलवे की तारीफ के पुल तो आप बांध रहे हैं, कुछ दूसरे पुलों के मुझाव भी दीजिये।

श्री भागवत झा आजाद (भागलपुर) : यह पहला अवसर है जब कि पंडित जी के नेतृत्व की तारीफ करने का हमको अवसर मिला है। आज तक कभी रेलवे की तारीफ नहीं की गई, लेकिन पंडित जी के नेतृत्व में तारीफ के लायक काम हुआ है—इस लिये तारीफ की जा रही है।

श्री राम सहाय पांडे : छत्तीसगढ़ इस देश का एक महत्वपूर्ण भाग है। जैसे शरीर में हृदय होता है, जैसी प्रकार वह हमारे देश का हृदय है—लेकिन वहां कोई ऐसी रेल नहीं चलती थी जो प्वाइन्ट-टू-प्वाइन्ट उस क्षेत्र को मिलाती हो। लेकिन सब से पहले पंडित जी ने किया, मैं उनका अनुगृहीत हूँ कि छत्तीसगढ़ ऐक्मप्रेस चला दी। इसके पहले के पत्राचार में यही कहा जाता था कि सुविधायें नहीं, डिब्बे नहीं, इंजन नहीं। मालूम नहीं यह सब कहां से निकल आये और छत्तीसगढ़ ऐक्मप्रेस रायपुर से चलकर नागपुर स्थग्न करती हुई भोपाल पहुंचा देती है। खागा खा पी कर रात को नौ बजे गाड़ी में बैठिये और मुबह भोपाल पहुंच जाइये। तो पंडित जी की प्रशंसा न करें तो क्या करें। मैं पूछना चाहता हूँ कि 36 गाड़ियां पंडित जी लाये कहां से? कभी कहा जाता था कि टाइम नहीं है।

लॉडिंग, अनलॉडिंग के बारे में बताऊँ कि 25,150 बैगन्स अनलोड और लोड होते हैं। पहले हम लोग अपने क्षेत्रों में यही सुनते थे कि बैगन्स नहीं मिल रहे हैं और लोगों

[श्री राम सहाय पांडे]

को कई कई हजार रुपया प्रति बैंगन देना पड़ता था। लेकिन अब कुछ नहीं देना पड़ता है। वह भ्रष्टाचार समाप्त हो गया। वक्शाप प्रीडक्शन 3.3 परसेंट बढ़ गया। वही हाथ है वही टूल है, वही भावनाय है, फिर यह चमत्कार कहा से हो गया? उनको सही नेतृत्व मिला। मैं कर्मचारियों को धन्यवाद देता हूँ कि उनके अन्दर एक नई निष्ठा जागृत हुई है प्रशासन और दायित्व के प्रति प्रेम जागत हुआ है। व्यक्ति वही है, केवल आस्था और श्रद्धा की कमी थी जिसको पंडित जी ने जागृत कर दिया। मैं आपसे कहूँ कि जब विश्वनाथ ऐक्स प्रेम चली और पंडित जी की फोटो निकली तो मालम होता था कि स्वयं विश्वनाथ जी आ रहे हैं गाड़ी में।

मेरा आपसे निवेदन है कि जी० टी० की चाल बढ़ा दीजिये, और दिल्ली से मद्रास एक राजधानी भी दे दीजिये। जो कमचारी हड़ताल में शामिल हुए थे उन में से बहुत से छोड़ दिये गये हैं और सरकार ने उदारता दिखाई है। मेरा निवेदन है कि अगर बहुत सगीन मामला न हो तो उनको भी छोड़ दिया जाय। आज लोगों का मन बदल गया, विचार बदल गए उनकी आस्थाएं बदली हैं। लेकिन जो मास्पिट में शामिल हुए हैं उनकी फाइन को आप ज़रूर ध्यान से देखें क्योंकि मैं टिप्पणी पक्षपाती नहीं हूँ। एक यात्री अपने परिचर वाला में मिलने जाता है लेकिन कृष्णत्व जाहिमा में विश्राम करते हैं वह अगर बीच में गाड़ी लौटा देते हैं, या जा हड़ताल करते हैं, हिमा करते हैं, मैं उनकी पैरवी नहीं करता उनको उचित दण्ड दिया जाय। लेकिन जो इन्सोस्ट है उनको आप उदारता से छोड़ दीजिये।

इन शब्दों के साथ मैं आपकी प्रशंसा करता हूँ, साधुवाद देता हूँ, और आपने

इसी प्राण में कहा था राजनन्द गांव ओवर ब्रिज के लिये अब उनके उद्घाटन की बात है, बड़ी कृपा हो आप वहां आइये और उद्घाटन कीजिये। उस पुल के बन जाने में पहले जो रेल में लोग कट जाते थे, उनका बटना बन्द हो जायगा और रेल के यातायात की सुविधा प्राप्त होगी और बड़ा आनन्द आ जायगा।

श्री रामावतार शास्त्री (पटना) :

सभापति जी सबसे पहले मैं इस आरोप का जोरदार शब्दों में खण्डन करता हूँ कि 1974 की रेलवे हड़ताल शासन पर कब्जा करने के लिये हुई थी। एक, दो लोगों के दिमाग में यह फितूर हो सकता है लेकिन 13 लाख मजदूरों के दिमाग में नहीं। उन्होंने तो अपनी 6 सूची मांगे हासिल करने के लिये हड़ताल की थी। इसलिये इस तरह की जो बात कही जाती है सदन में और सदन के बाहर वह गलत है। यह ठीक है कि रेलवे में सुधार हुआ है और इसके लिए पंडित जी या उनसे सम्बन्धित लोगों और खाम तौर से मजदूरों की जितनी भी प्रशंसा की जाए थोड़ी है। उन्होंने जिस तरह से काम किया है उससे सुधार हुआ है लेकिन सुधार के साथ ही साथ एक बीमारी भी बढ़ी है, जिसकी ओर मैं पंडित जी का ध्यान या रेलवे मंत्रालय का ध्यान आकर्षित करना चाहता हूँ। अफसर शाही बहुत बढ़ गई हैं। वे जो चाहते हैं करते हैं मजदूरों पर दबाव डालते हैं चाहे वह गलत हो या सही और वे समझते हैं कि उनके लिए आपातकालीन स्थिति नहीं है और वह केवल मजदूरों के लिए ही है। आपातकालीन स्थिति तमाम लोगों के लिए है चाहे वे मजदूर हों, अधिकारी हों, सरकार के मंत्री हों या आम जनता हों लेकिन मैं इतना निवेदन जरूर करना चाहूंगा कि इस बीच अधिकारियों की मनमानी बहुत बढ़ गई है। शुरू में वे भ्रष्टाचार से थोड़ा डरे थे लेकिन अब वे निर्भीक हो गये हैं और गड़बड़ करने लगे हैं। इस तरह सरकार का ध्यान जाना चाहिये। अगर आप

का समूचित ध्यान इस तरफ गया, तो रेलवे की आमदनी और भी ज्यादा बढ़ेगी, जिससे हम सब लोग सहमत हैं कि यह बढ़नी चाहिए।

एक बात मैं पटना के बारे में कहना चाहता हूँ। अगर वही पर एक रेल पुल बने तो पटना में बने, इसके लिए सर्वे पटना में, भागलपुर में मुंगेर में इलाहाबाद में और दूसरी कई जगहों पर हुआ था और जिसके बारे में स्व० ललित नारायण जी ने कहा भी था कि सर्वे का काम पूरा हो गया है। उसके बाद मूझे यह खबर लगी कि एक्सपर्ट लोगों ने, विशेषज्ञों ने तमाम जगहों की जानकारी हासिल करने के बाद यह सुझाव दिया है कि पटना में सदाकत आश्रम के पास जो दीघा नामक स्थान है, वही गंगा नदी पर रेल का पुल बनाने के लिए सबसे ज्यादा उपयुक्त स्थान है। इस सिफारिश की खबर मूझे लगी है। लेकिन इधर यह बात सुनने में आ रही है कि इस प्रस्ताव का भीतरघात किया जा रहा है। यह बात उचित नहीं है और इसकी स्वीकृति नहीं करना चाहिए। यह बहुत उपयुक्त स्थान उत्तरी और दक्षिणी बिहार की प्रगति के लिए है और उसके विकास के लिए यह बहुत जरूरी है कि सदाकत आश्रम के पास पुल बनना चाहिए। (व्यवधान) अगर भागलपुर इसके लिए उपयुक्त स्थान है, तो उसके लिए हम ऐतज नहीं हैं। लेकिन जो मेरी खबर है उसका मुताबिक त्रिहार गवर्नमेंट ने लिखा है वहां के बहुत सारे विधायकों ने आपके पास लिखा है कि पुल पटना में बनना चाहिए।

मैं यह भी निवेदन करना चाहता हूँ कि पटना बिहार की राजधानी है और हम आपके इस बात के लिए कृतज्ञ हैं कि आपने पटना स्टेशन के विस्तार की योजना बनाई है। जब मिश्र जी जिन्दा थे, उन्होंने रेलवे के बजट भाषण में कहा था कि ढाई करोड़ रुपये पटना जंक्शन के विस्तार पर खर्च किया जाएगा। अभी पिछली बार एक मीटिंग में

आपने कहा था कि फिलहाल 79 लाख रुपये खर्च किया जाएगा और यह काम तीन साल में पूरा होगा। लेकिन हमें यह मालूम नहीं है कि कौन कौन से काम हैं जिन पर आप यह रुपये खर्च करेंगे। वहां पर एक ऊपरी पुल बनाने की बात है और पटना शहर के दक्षिण की ओर जिधर आवादी बढ़ रही है, एक बूकिंग आफिस बनाने की बात है प्लेटफार्म को बढ़ाने की बात है और इजनों के लिए वाशरी बनाने की बात है और बड़ी बड़ी लाइनें बनाने की बात है। मैं जानना चाहता हूँ कि कौन कौन से प्रस्ताव हैं और इस काम में तीन साल क्यों लगेंगे? आप को जल्दी से जल्दी इसको बनाना चाहिए। उसका काम अभी शुरू नहीं हुआ है और उसका तुरन्त शुरू करना चाहिए और इसमें कोई ढिलाई नहीं होनी चाहिए। यही मेरा निवेदन आप से है।

आज जब कुंशी जी रेलवे कन्वेंशन कमेटी की रिपोर्ट पर हुई बहस का उत्तर दे रहे थे तो मैंने धनवाद के बारे में सवाल उठाया था। 13 जनवरी का ही आपका एक सवाल का जवाब है और उसी को मैं पढ़ देना चाहता हूँ। वह धनवाद के बारे में है। यह सरदार बूटासिंह का उत्तर है। मई 1974 की हड़ताल के दौरान गम्भीर अपराध करने के कारण धनवाद मंडल के 74 कर्मचारियों को बर्खास्त कर दिया गया है। सेवा में हटा दिया गया। उनका कहना है कि उनमें से 40 को काम पर वापिस ले लिया है। अब उन्हीं के मुताबिक 28 आदमी अभी भी बाकी हैं। लेकिन मेरे मुताबिक 40 बाकी हैं। दोनों में जो भी कमी है यह आप जानें। धनवाद मंडल के जो कर्मचारी अभी तक सेवा में वापिस नहीं लिए गए हैं उनके विरुद्ध तोड़ फोड़ अथवा हिंसा का कोई भी मामला अदालत के विचारधीन नहीं है। चिन्तु प्रस्तावित प्रश्नाधीन कर्मचारियों ने आपके अनुसार वफादार कर्मचारियों को डगने धमकाने के गम्भीर अपराध किए थे और उनके

[श्री रामावतार शास्त्री]

मामलों पर प्रत्येक मामले के गुणावगुणों के आधार पर समीक्षा की जा रही है। यह आपका ही कहना है। एक तरफ आप कहते हैं कि कोई तोड़फोड़ या हिंसा की कार्रवाई उन्होंने नहीं की है और इस कारण उन पर मुकदमे चलाना भी आपने शायद उचित नहीं समझा है और दूसरी ओर वे दण्डित है, और जब इस तरह का कोई मुकदमा नहीं है तो इसका माफ मतलब यह है कि आपके आरोप निराधार है, गलत है। इसलिए आप स्वयं ही इस जवाब में पकट में आ जाते हैं। आप तमाम कर्मचारियों को ले लीजिये यह मेरा पंडित जी से विशेष अनुरोध है। एक और विशेष अनुरोध मैं उनसे करना चाहता हूँ। चार कर्मचारी जो दो आक्षेप के हैं और दो मुगलमराय के अभी तक नहीं लिए गए हैं। इस हड़ताल के पहले मैकेनिकल स्टाफ के लोगों ने वर्क टू रूल लिया था। श्री ललित नारायण मिश्र जी के आह्वान पर, उनकी अपील पर उन्होंने वर्क टू रूल को खत्म किया, नियमों के मुताबिक काम करना आन्दोलन बन्द किया। ये चार आज भी काम पर नहीं लिए गए हैं। इनके नाम हैं श्री टी एन उपाध्याय और श्री चटर्जी मुगलमराय के और मीलवी राम ओ शम्भन कुड्डा आ के। दो साल से अधिक हो चुके हैं, उनके बाल बच्चे भूखों मर रहे हैं। मेरा पंडित जी से निवेदन है और उनका आश्वासन भी है कि इन सभी के मामले विचाराधीन हैं और इसके लिए मैं उनको धन्यवाद भी देता हूँ। उन्होंने इन मामलों को अस्वीकार नहीं किया। उनकी अपीलों को बहुत दिन हो गए हैं। मेरी आपसे करबद्ध प्रार्थना है कि आप इन चारों को काम पर लेने के आदेश तुरन्त पारित करें ताकि वे बेचारे काम पर वापिस आ सकें। जितने भी कर्मचारी काम के बाहर हैं, जिन पर तोड़ फोड़ के आरोप या हिंसा के आरोप नहीं हैं उन तमाम को आप नौकरी में ले लें ताकि वे इस एमरजेंसी में

बोस सूत्री कार्यक्रम को कार्यान्वित करने में अपना पूरा सहयोग आपको दे सकें, दिल से दे सकें। ऐसा आप न समझें कि उनके अन्दर असन्तोष नहीं है। वह है। लेकिन उनके बावजूद वे आपके साथ सहयोग करके चलने के लिए तैयार हैं। आवश्यकता इस बात की है कि आपकी तरफ से उनके प्रति नरमी बरती जाए, उनके प्रति सहानुभूति दिखाई जाए। मैं मानता हूँ कि उनके साथ आपको सहानुभूति है लेकिन इसको आप कार्यरूप में परिणत करें। मुझे पूरा विश्वास है कि मन्त्री महोदय का ध्यान इन बातों की तरफ जाएगा और इन बातों के सम्बन्ध में वह समुचित कार्रवाई करेंगे ताकि मजदूर और आम जनता आपकी नीतियों की प्रशंसा कर सकें।

श्री राम देडाऊ (रामटेक) दीगर क्षेत्रों में अनुशासन आया है या नहीं यह विवाद का विषय हो सकता है लेकिन रेल मन्त्रालय में यह जरूर दिखाई दे रहा है और इसके लिए मैं रेल मन्त्री का शुक्रगुजार हूँ और उनकी प्रशंसा करता हूँ। समय पर गाड़ियां चल रही हैं और इस कारण लोग बहुत खराब हैं। इन डिमांड्स पर बोलते हुए मैं बहुत थोड़े खर्च वाला लेकिन जो जनता के लिए बहुत आवश्यक है, कुछ मांगें पेश करना चाहता हूँ। भडारा जिला एक पिछड़ा हुआ जिला है। वहां से छ मील की दूरी पर एक डिफेंस प्राजैक्ट है। भडारा रोड स्टेशन से डिफेंस प्राजैक्ट तक बारह मील की दूरी का अन्तर है। वहां रेलवे लाइन बिछाई गई है और जो भडारा रोड के डिफेंस प्रोजैक्ट तक हमेशा चलती हैं। वहां की जनता की मांग है कि जो रेलवे लाइन भडारा होते हुए जाती है उस पर से एक सबेरे और एक शाम को गाड़ी चलाने की व्यवस्था हो जाए तो भडारा से भडारा रोड और भडारा से डिफेंस प्राजैक्ट तक सैकड़ों जो कर्मचारी रोज नौकरी के लिए जाते हैं उनको आने जाने में सुविधा हो सकती है। और यात्रियों को भी सुविधा होगी और रेल की इनकम भी एक

उचित मात्रा में बढ़ेगी। अधिक से अधिक यह एक छोटे से रेलवे स्टेशन को बनाने का खर्चा है, इसमें कोई नई लाइन बिछाने का सवाल नहीं आता है। अगर रेलवे मन्त्रालय ने ध्यान दिया तो यह काम सुविधा से हो जायेगा जिससे जनता की काफी तकलीफ दूर हो जायेगी।

भाडारा रोड पर ओवर ब्रिज की बहुत जरूरत है। वहां पर नुममर और भाडारा शहर के बीच में बर्मा का आवागमन बहुत होता है। रेलवे का फाटक बन्द होने के कारण लोगों को बहुत कठिनाई होती है। कई बार देहात में आने वाले मरीजों को बहुत समय तक रुकना पड़ जाता है, जिससे उन्हें बहुत तकलीफ होती है। इसलिए भाडारा रोड पर एक ओवर ब्रिज बनना चाहिये।

नागपुर शहर में, पूर्वी नागपुर इलाके में भी बहुत नज आवागमन रहता है लेकिन ओवर ब्रिज न होने के कारण लोगों को घंटों तक रुकना पड़ता है। इसलिए पूर्वी नागपुर में बालाभाव पेट के पास एक ओवर ब्रिज बनाने की बहुत जरूरत है।

चन्द्रपुर जिला महाराष्ट्र में सबसे पिछड़ा हुआ इलाका है। वहां मैकडों मील तक आवागमन की कोई सुविधा नहीं है। बरमात में पूरा आवागमन ठप हो जाता है। यदि चन्द्रपुर का रेलवे स्टेशन में सर्व किया गया तो वहां कुछ नई लाइनें बिछाने की बहुत जरूरत महसूस की जायेगी। अभी अभी वहां कुछ नये कारखाने खोले जा रहे हैं। उस स्टेशन से भी वहां नई रेलवे लाइनों का निर्माण होना बहुत जरूरी है। मैं मन्त्री महोदय से प्रार्थना करूंगा कि रेलवे लाइन बिछाने का दृष्टि से उस क्षेत्र का सर्वे किया जाये। अमरावती नर खेड रेलवे लाइन के बारे में मैंने कई बार जिक्र किया है। 1935 या 1936 में इस लाइन का सर्वे हुआ था। लेकिन फिर उसको ठंडे बस्ते में डाल दिया गया। इस तरफ ध्यान दिया जाये क्योंकि वह

एक बहुत पिछड़ा हुआ इलाका है। अगर वहां पर रेलवे लाइन का निर्माण हो तो सन्तर्कों को डोने के लिये बहुत सुविधा होगी और रेलवे को भी बहुत आमदनी होगी।

रेलवे में नियुक्तियों के सम्बन्ध में यह नीति है कि आदिवासियों को एक विशेष अनुपात में भर्ती किया जाये। लेकिन क्षेत्रीय बन्धन के कारण आदिवासी नीकरी से वंचित हो रहे हैं। इतना ही नहीं जो आदिवासी नीकरी में है, उनका भी प्रमोशन रोक दिया गया है। यह क्षेत्रीय बन्धन आदिवासियों के लिये एक शाप है और इनको तुरन्त हटाने की व्यवस्था होनी चाहिये। यदि इसमें कोई अड़चन या दिक्कत हो तो मैं मुझाव देना चाहता हूँ कि एडमिनिस्ट्रेटिव आर्डर निकालकर इस बन्धन को कम से कम, नीकरी और शैक्षिक सुविधाओं में उनको सहूलियत देने की दृष्टि से हटा दिया जाये कहीं का भी आदिवासी हो, उसको आदिवासी की ममी सहूलियत देना बहुत जरूरी है।

भाडारा रोड से डिफेंस प्रोजेक्ट तक जो पहले ही रेलवे लाइन है, मैं मन्त्री महोदय से फिर उस पर एक गाड़ी चलाने के लिए आप्रह करना हूँ।

SHRI DINEN BHATTACHARYYA (Srampore): Sir, I will refer to only those important points which have already been mentioned so many times in this House. The first point is that on the national highways approaching the important cities like Calcutta, Bombay and Madras, fly-over should be built at places where the railway lines cut them across. It is not enough even if the railway crossings are managed or manned very efficiently at these places, but fly-over should be built on those crossings. For example, there is one such place in Kathua which is a sub-divisional town and the railway lines cut across the road here thus causing a lot of inconveniences both to the pedestrians

[Shri Dinan Bhattacharyya]

as well as the traffic. A fly-over should be built at this place. But I know what plea the Railway Minister would advance for this. If the State Government agrees to bear 50 per cent of the cost, the Railway Board will take up the work. That is what he will say, but I submit that will never happen. Kindly take up the matter seriously so that we have not to face such difficulties.

There is another mysterious thing. So far season ticket-holders could travel from any station to any station within the jurisdiction of that ticket. Suppose I have a season ticket from Burdwan to Howrah, I could get down at any intermediate station. Now a circular has been issued by the S.E. Railway that if they get down at any intermediate station, they will be treated as ticketless travellers. I appeal to the minister to withdraw this circular. There should not be any ban on getting down at intermediate stations.

SHRI KRISHNA CHANDRA HALDER: I have written to the Minister about it.

SHRI DINEN BHATTACHARYYA: This is agitating the minds of the daily passengers.

From Burdwan to Khanna Junction there is double line but from Khanna to Sahibganj, there is single line. A double line should be there. In the Katwa line, so many representations were made. It is horrible. You cannot travel after darkness. Trains move very slowly because it is single line. There should be double line.

You are not maintaining any dining car. Food is supplied by the caterers who are getting commission. Previously they were getting 15 to 16 per cent commission. Now it has been reduced to 10 paise per rupee. I appeal to the minister that what they were getting before should be maintained. Then, there is absolutely no

job security for the caterers. Some job security should be given to them.

The food supplied should be improved, specially in the Northern Railway where we travel very often. When we travel from Delhi to Howrah, the Northern Railway food is bad. The Western Railway food is slightly better. This should be looked into. A committee may be set up to go into it because passengers complain. The bearers may give some better food to us MPs, but the other passengers look at us enviously saying, "Because you are an MP, you get good food." This should be looked into.

रेल मंत्रालय में राज्य मंत्री (श्री मुहम्मद शफी कुरेशी) : ममापनि जी, जो आखिरी स्पीच थी दिनेन भट्टाचार्य जी की उन के ही इलाके की बात से मैं अपनी बात शुरू करता हूँ। श्री हल्दर जी ने उस में पहले हावडा आमत लाइन के मुताल्लिक जिक्र किया था और खाम तोर से जोर दिया था कि इस लाइन के बारे में क्या किया गया और क्या कुछ होने वाला है ? यह लाइन जैसा कि आप जानते हैं 1971 में बन्द हो गई थी। पर वहां कोई और सुविधा नहीं थी मडक की जिम की वजह से उस इलाके के लोगों ने काफी जोर से मांग की कि इस लाइन को दोबारा चालू किया जाय। तो 1972 में उस बात का सर्वे हुआ, उस के बाद उस बात का फैसला करना था कि उस का कन्वर्शन नैरो गेज में मीटर गेज या ब्राडगेज में किया जाय। आखिर में यह फैसला हुआ कि इस लाइन को ब्राडगेज बनाना चाहिए। इस की लम्बाई करीबन 73 किलोमीटर है और इस पर जो लागत आएगी उस का अंदाजा यह है कि काफी रुपया इस में खर्च होगा। उस में पहले यह लग था, हमारी वेस्ट बंगाल की गवर्नमेंट जो है उस ने इस बात को तत्प्रीम कर लिया था, कि दस करोड़ अगर खर्च होगा तो 50 परसेंट खर्चा इस का वह बर्दाश्त करेंगे। लेकिन

बाद में उन्होंने कहा कि हम आधा खर्चा बर्दाश्त नहीं करेंगे, हम केवल जमीन मुफ्त देंगे। तो जमीन स्टेट गवर्नमेंट दे रही है बिना कीमत के और बाकी खर्चा हम पूरा कर रहे हैं। उसी तोर पर यह बात मानी गई है कि इस लाइन को ब्राडगेज बनाना होगा और इस का ट्रैक्शन जो होगा वह एलेक्ट्रिक ट्रैक्शन होगा। इस साल उस के लिए ज्यादा रकम तो नहीं लेकिन यह ख्याल है कि 50 लाख रुपया इस साल के लिए रखा गया है ताकि काम शुरू किया जाय।

श्री विनेन भट्टाचार्य : वेस्ट बंगाल गवर्नमेंट ने जमीन कितनी दी ?

श्री मुहम्मद शफी कुरेशी : वही 50 लाख की उन की जमीन होगी जो वह देंगे। ज्यादा नहीं देंगे। अब सवाल उस में यह है, जो अहम बात इस में रहती है कि वह यह है कि काफी हमारे मेम्बर साहबान ने बात की है नई लाइनों की, कुछ ने कन्वेंशन की बात की, कुछ ने लाइन आगे ले जाने की बात की, कुछ ने नई गाड़ियां चलाने की बात की है, ये तमाम मांगें स्वीकार की जा सकती हैं लेकिन जो सब से बड़ी मुश्किल है वह हमारी पिछले वर्षों की एक्जुमुलेट हुई माली मुश्किलात और दिक्कतें हैं। मधुकर जी ने कहा कि पंडित जी के माथे पर जहाँ मुन्दर तिलक लगा हुआ है वहीं कुछ दाग के निशान भी हैं। लेकिन उन्हें मालूम होना चाहिए कि ये दाग जो हैं वे किसी और के चेहरे पर लगे हुए दाग हैं यह कोशिश की थी कि अपने किसी तरीके से, ट्रेड यूनियनों के रास्ते से सारे मुल्क की हालत को तबाह और बरबाद कर दें। वह हम ने होने नहीं दिया और सारी जनता ने देख लिया है कि वह चेहरे जो अपने आप को बेदाग कहते थे आज दुनिया भर के दाग उन पर लगे हुए हैं।

इस सिलसिले में एक बात जो मेरे ध्यान में आती है और जो ध्यान में लाई भी गई वह यह है कि रेलवे कर्मचारियों के साथ हम क्या करना चाहते हैं ? मैं समझता हूँ कि रेलवे कर्मचारियों ने इस बात का सबूत दिया है, उन लोगों के मुँह पर एक करारा थप्पड़ मारा है जो उनको गलत रास्ते पर ले जाना चाहते थे। आज रेलवे कर्मचारियों की बदौलत ही हिन्दुस्तान में गाड़ियों के अन्दर सुधार हुआ है, गाड़ियां वक्त पर आ जा रही हैं और रेलवे में मुनाफा हुआ है, यह उन की वजह से ही हुआ है... (व्यवधान)

सभापति महोदय : यह रनिंग कमेट्री बन्द कीजिए।

श्री मुहम्मद शफी कुरेशी : मैं प्रोवोकेशन नहीं कर रहा हूँ। मैं सीधी बात कहना चाहता हूँ कि पंडित जी के नेतृत्व में जो रेलवे में सुधार हुए हैं वह मुमकिन नहीं थे। जब तक कि रेलवे का एक एक कर्मचारी उसमें हाथ नहीं बताए। आज जो एक नया वातावरण बना है डिमिप्लिन का और डेडिकेशन का उसी को तबाह करने की कोशिश की गई थी लेकिन हमारे वर्कर्स ने एक साथ रह कर उस का यह जवाब दिया कि वह मुल्क को ऐसे लोगों के हाथ में जाने नहीं देंगे। इसलिए आप पूरा यकीन रखिए कि जहाँ तक हमारे कर्मचारियों का तालुक है वे आप की बातों में नहीं आने वाले हैं, उस में वह लोग भी शामिल हैं जिन के बारे में इन को अच्छी तरह से मालूम है, आगे में हमारे ही वर्कशाप में हमारे ही कर्मचारियों के कपडे उतारे गए और औरतों के सामने उन को नंगा रखा गया। ऐसे शहस को कभी माफ नहीं किया जायेगा। जिन्होंने कत्ल की धमकी दी, जिन्होंने प्रापर्टी को नुकसान पहुंचाया है, मैं कहता हूँ उनको किसी और जगह इन्साफ मिल सकता है लेकिन यहां पर इन्साफ मिलने वाला नहीं

[श्री मुहम्मद शफी कुरेशी]

है । कुल 16 हजार मुलाजिम थे जिनको बरतारफ किया गया था । मैंने आज फीगर्स दी हैं कि 800 के करीब रह गए हैं जिनमें 400 ऐसे हैं जिन्होंने अदालत में केसेज कर रखे हैं, 75 ऐसे हैं जिन्होंने अपील नहीं की है । इस तरह से 300 मुलाजिम रह जाते हैं जोकि मुश्किल से 3 फीसदी बनते हैं । अगर उनके खिलाफ अदालत में जुर्म साबित होता है तो जो कानूनी तौर पर वाजिब होगा वह किया जायेगा लेकिन आपका यह खयाल रखना कि हर एक आदमी को बेगुनाह तसब्बुर करके वापिस ले लिया जाये मैं समझता हूं आपकी ज्यादानी होगी । अगर कोई ऐसी मिसाल आपके सामने हो जिसमें कोई इल्जाम न हो फिर भी उसे मुल्जिम ठहराया गया हो तो हम जरूर उसको देख सकते हैं और जहां तक मुमकिन होगा उसको काम पर लगायेंगे ।

जब भी यहां पर रेलवे बजट या रेलवे स्पीच पर बहस की शुरुआत होनी है तब या तो रेलवे बोर्ड की मुखालिफत की जाती है या फिर सेलैन्स के खिलाफ कहा जाता है लेकिन आज मैंने देखा रेलवे बोर्ड की फारक-दंगी के मुताल्लिक बहुत कम कहा गया है । माननीय सदस्यों को इस बात का अहसास हो गया है कि रेलवे बोर्ड जो है वह मंत्री से बड़कर नहीं है, मंत्री के मातहत उसे काम करना पड़ता है ।

श्री रामावतार शास्त्री : जो सबाल नहीं उठाये गए उनका जवाब आप क्यों दे रहे हैं ।

श्री मुहम्मद शफी कुरेशी : शास्त्री जी, आप यहां पर नहीं थे, हाल्दर जी ने इस बात से शुरुआत की थी कि रेलवे के अफसरान के पास बड़े बड़े सैलून हैं जिनका वे इस्तेमाल करते हैं और एक करोड़ रुपया उनकी रिपेयरिंग पर खर्च होता है । जहां तक सैलून्स का

ताल्लुक है, जो उसकी तस्वीर हम अपने मन में बनाते हैं कि कोई बहुत आलीशान चीज होगी—ऐसी कोई बात नहीं है । असल में वह इन्सुलेशन कैरिजेज हैं जिनको हमारे फर्स्ट क्लास और सेकेंड क्लास आफिसर्स उस वक्त इस्तेमाल करते हैं जबकि वे काम की देखभाल करने के लिए जाते हैं । कुछ सैलून्स हैं जोकि प्रमोडेंट, वाइस प्रेमोडेंट, मिनिस्टर्स और गवर्नर्स के लिए रखे गए हैं, जब भी वे चाहें उनका इस्तेमाल कर सकते हैं । जहां तक स्टाफ का सवाल है जिन सैलून्स में वे चला करते हैं उनमें ब्राइगेज के सैलून पर 8000 रु० और मीटर गेज के सैलून पर 4000 रु० मैटिनेन्स पर खर्चा होता है । जितना कि उनको अच्छी हालत में रखने के लिए खर्चा करना जरूरी होता है उससे ज्यादा खर्चा नहीं किया जाता है । यह समझ लेना कि अफसर सैलून में ही चलते हैं सही नहीं है । पंडित जी जब आये तो उन्होंने इस बात का एलान किया और फैसला भी किया कि कोई भी अफसर सैलून का कम से कम इस्तेमाल करेगा । जहां तक एयरकंडीशंड कैरिजेज का ताल्लुक है उसका भी इस्तेमाल कम करना चाहिए । अगर बहुत जरूरत हो उमी वक्त उसका इस्तेमाल किया जा सकता है ।

कुछ मेम्बरों ने यहां पर ओवर ब्रिजज की बाबत बात कही है इसके मुताल्लिक मैं अर्ज करना चाहता हूं कि रेलवे के पास एक मेफटी फंड है । यह जो खपया है वह तमाम स्टेट्स के खाते में जमा किया जाता है । कुछ स्टेट्स ने अभी इस रुपए का इस्तेमाल नहीं किया है । जब भी रेलवे का कोई ओवर ब्रिज, अंडर ब्रिज या रेलवे फ्रासिंग बनानी हो तो स्टेट गवर्नमेन्ट की मर्जी के मुताबिक जहां वह चाहे वह पुल बनाना पड़ता है । उसका 50 फी सदी खर्चा रेलवे और 50 फी सदी खर्चा स्टेट गवर्नमेन्ट देती है उसमें से जोकि रेलवे ने उनको दिया है ।

श्री विनेन भट्टाचार्य: उनके पास सेपटी फंड पड़ा हुआ है या नहीं ?

श्री मुहम्मद शफी कुरेशी : 10 करोड़ मुस्तलिफ स्टेट्स के पास पड़ा हुआ है । स्टेट्स ने उनका इस्तेमाल करना शुरू कर दिया है । नागपुर और कलकत्ते की बात कही गई । जहां पर स्टेट गवर्नमेन्ट प्रायर्टी मुकर्रर करेगी कि ओवर ब्रिज बनाना है वहां पर उसको खर्च किया जायेगा और उसमें आपकी मांग भी पूरी हो सकती है ।

रेलवे फाइनेन्सेज के मुतालिक बातें कही गई हैं । मैंने अर्ज किया था कि रेलवे का बजट आ रहा है और आज दिन में उसके ऊपर बहस हुई, बहुत सी बातें ऐसी कही गईं जोकि पहले कही जा चुकी हैं और उनके जवाब भी पहले दिए जा चुके हैं । बजट के मौके पर ज्यादा मौका मिलेगा, खुलकर ज्यादा वाक्फिक्त में सारी बातें आ जायें तो अच्छी बहस हो सकती है ।

एक बात मैं यह अर्ज करना चाहता हूँ—यहां वैगन बिल्डर्स की बात कही गई है, वैगन के आर्डर कम होने से कलकत्ते में जो बगन बिल्डर्स हैं उन के पास कोई काम नहीं है । हमने वैगन्ज के आर्डर को बन्द नहीं किया है और न ही कोई ऐसी फैक्ट्री है—वैगन बनाने वाली—जो इस लिये बन्द हुई है कि उस के पास आर्डर नहीं हैं । यह जरूर है कि हमारी जो 20000 वैगन हर साल की जरूरत थी यह पांच सालों में 1 लाख वैगन्स की जरूरत थी, उस में कटौती हुई है । हमें अब 20 हजार वैगन की साल में जरूरत नहीं है, बल्कि हम को तकरीबन 10 हजार वैगन की जरूरत होगी । लेकिन इस के साथ साथ इस बात का भी ध्यान में रखना चाहिये—जो बैक-लौग है पुराने

आर्डर का, जो तकरीबन 24 हजार वैगन्ज का है, उस को आज कल के आर्डर के साथ मिला कर देखा जाय तो तीन साल के लिये वैगन फैक्ट्रीज के पास काम रहेगा । इस लिये इस में चिन्ताजनक कोई बात नहीं है और न ही उन फैक्ट्रीयों के लोग बेकार होंगे ।

श्री दिनेन भट्टाचार्य (सीरमपुर) : तमाम स्लीपर मैन्युफैक्चरिंग फाउण्ड्रीज बन्द पड़ी हैं उन को कोई आर्डर नहीं मिला है ।

श्री मुहम्मद शफी कुरेशी : यह ठीक है कि फैक्ट्रीज काफी से ज्यादा बन्द गई हैं लेकिन कोशिश यह की जा रही है कि सब को काम मिले ।

चिन्तामणि प्राणिप्रहरी (भुनेश्वर जबपुरा-वांसपाणी लिक के बारे में कुछ बतलाइये ।

श्री मुहम्मद शफी कुरेशी: मेरी इस मामले में चीफ मिनिस्टर साहब से बात हुई है । उन के अफसर-साहबान भी यहां आये थे—उन से भी बातचीत हुई है—यही तय करना था कि इस को कहां से शुरू करवाया जाय, बहरहाल इस पर काम रू कर दिया जायगा और हमें इस बात का अग्रहस है कि यह एक अग्रह लिक है । लेकिन मैं फिर अर्ज करूंगा—सब से बड़ा सवाल पैसे का आता है, जब पैसे की हालत ठीक हो जायगी तो तमाम रेलवे लाइन की तरफ काफी अच्छी तरह से ध्यान दिया जायगा ।

श्री कृष्णचन्द्र हाल्दर कलकत्ता की
ग्रण्डरप्राउण्ड रेलवे के बारे में कुछ बतलाइये ।

श्री मुहम्मद शफी कुरेशी . कलकत्ता की
ग्रण्डरप्राउण्ड रेलवे में टाली गज से डम डम
के लिये पहले खर्च का अनुमान 140 करोड़
रुपये था, लेकिन अब जो अन्दाज हमारे
सामने आया है, वह 240 करोड़ रुपये से
ज्यादा का है । इस साल मैट्रोपोलिटन
सिस्टम्स के त्रये जो 10 करोड़ रुपया हम
को मिला है, उस में से ज्यादा रकम कलकत्ते
के लिये खर्च की जायगी और कोशिश की
जायगी कि हम ने जो ऑरिजनल शेड्यूल
रखा है उस के दो साल बाद इस को मुकम्मिल
करने की उम्मीद है । लेकिन इस में
खर्चा बहुत ज्यादा बढ़ गया है, फाइनेन्शल
स्ट्रेन्ज की वजह से थोड़ा ज्यादा टाइम लगेगा ।

श्री नरेन्द्र कुमार साल्वे (बनूल) :

पाण्डे जी ने कुछ बहाना अच्छी बातें कही थी—
जी० टी० की स्पीड बढ़ाइन यही एक ऐसी
ट्रेन है जो दिल्ली में साउथ की तरफ जाती है ।
दिल्ली से मद्रास तक राजधानी चलाइये ।
आज ने बमरस तक राजधानी चला दी है—
फिर दक्षिण के लोगों को इस में क्यों वंचित
रखा है ।

श्री मुहम्मद शफी कुरेशी ऐसी बात
नहीं है—हम ने कोशिश की है कि साउथ में
भी फास्ट ट्रेज चले, जैसे अब कोचीन तक
गाड़ी जाती है और यह कोशिश भी कि
जायगी कि मद्रास से दिल्ली तक एक फास्ट
गाड़ी चले । गाड़ियों की स्पीड बढ़ाने का

एक तरीका यह है कि स्टाप्स कम किये जायें,
लेकिन आप जानते हैं कि स्टाप्स कम करने
के बजाय ज्यादा मांगे जाते हैं, इस में गाड़ियों
की रफ्तार कम हो जाती है । लेकिन जैसे
बम्बई की राजधानी में 45 मिनट का फरक
पड़ा है, इसी तरह से दूसरी गाड़ियों में भी,
जो लाग डिस्टेंस की गाड़िया हैं, उन में ऐसा
करने की कोशिश की जायगी । रेलवे की
एफिसियेन्सी में पहले से काफी इम्प्रूवमेंट
हुआ है और उसी का यह नतीजा है कि आज
कल जो रोलिंग स्टॉक हमारे पास है, उस को
हम अच्छी शकल में रखे हुए है ।

इन अफाज के साथ मैं आप से दरखास्त
करता हूँ कि इन डिमाण्ड्स को पास किया
जाय ।

MR CHAIRMAN

The question is

That a Supplementary sum not
exceeding Rs 3000 be granted to
the President out of the Consolidated
Fund of India to defray the
charges which will come in course
of payment during the year ending
the 31st day of March 1976 in res-
pect of 'Open Line Works Capital,
Depreciation Reserve Fund and De-
velopment Fund "

जो इस पक्ष में हों, वे "हां" कहे जो
इस में गिरुद्ध हों, वे "ना" बहे,

SOME HON MEMBERS: Ayes

SOME HON MEMBERS No

सभापति महोदय मैं समझता हूँ कि
"हां" वाले जीत गये हैं, "हां" वाले जीत गये
हैं । प्रस्ताव स्वीकृत हुआ ।

The motion was adopted.

17.46 hrs.

UNIT TRUST OF INDIA (AMENDMENT) BILL

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI-MATI (SUSHILA ROHATGI): Sir, I beg to move:

"That the Bill further to amend the Unit Trust of India Act, 1963, be taken into consideration."

Sir, when the Parliament was not in session, an Ordinance was promulgated on 31st October, 1975 amending the Unit Trust of India Act, 1963. A statement indicating the circumstances which necessitated the promulgation of the Unit Trust of India (Amendment) Ordinance 1975 has already been laid on the Table of the House.

Hon'ble Members are aware that the Unit Trust of India was established in 1964 with an initial capital of Rs. 5 crores to promote public savings through the sale of units. The primary objective of the Trust is to encourage and mobilise savings of the community and channelise them into productive corporate investments so as to promote the growth and diversification of the country's economy.

During the last 11 years of the operation of the Unit Trust of India almost the entire sale of units has been confined to the country and sales to Non-resident Individuals constituted a negligible portion (about 1.7 per cent) of the total sales of the Unit Trust of India.

Government has been recently examining various suggestions to mobilise the savings of the nonresident Indians and aliens of Indian origin living abroad and to facilitate investment in India by those people and to improve remittance from Indians earning abroad. In this connection Government has examined various suggestions and it was considered appropriate that the income earned by non-resident

Indians and aliens of Indian origin on investments in units of the Unit Trust of India purchased from Non Resident (External) Accounts are made tax free and are brought at par with the fixed deposits by these people in the nationalised banks. At present, while in respect of Non Resident (External) Accounts the interest earned by non-resident Indians is totally free of income tax and no tax is withheld, this did not apply to non-resident unit-holders who secured exemption only upto Rs. 5,000 allowed to all Indian investors.

In order to bring the Non-resident Indian unit holders at par with the bank depositors in this category, the Unit Trust of India (Amendment) Ordinance, 1975 was promulgated on 31st October, 1975. which inter alia provides that:—

Income earned from Units of the Unit Trust of India purchased by non-raesident Indians and aliens of Indian origin from Non-Resident (External) Accounts or through remittance of foreign exchange will be free from income tax. The Ordinance further envisages that investments in Units by the above mentioned persons, either from Non-Resident (External) Accounts for through remittance of foreign exchange, will also be free from wealth tax.

The impact of the Ordinance appears to be favourable and a larger number of non-resident Indians and aliens of Indian origin are likely to make investment in Units the Unit Trust of India; thus improving the inflow of foreign exchange into the country. The Unit Trust of India has already launched a campaign in different foreign countries where the potentiality of investment in Units appeared to be greater and arrangements are being made with the help of our Embassies, Consulates and overseas branches of the State Bank of India to appoint agents in these countries

[Shri Sushila Rohatgi]

for canvassing business for the Trust. It is reported that as a result of the initial efforts, applications for investments in Units totalling several lakhs of rupees have already been received by the Unit Trust of India.

It is hoped that with the enactment of the present legislation and the efforts underway the investments in Unit Trust of India by Non-Resident Indians and aliens of Indian origin will improve

Sir, the present Bill seeks to replace the Ordinance issued on 31st October 1975 and will come into effect from that date. I request the House to unanimously accept the Bill.

Sir, I move

MR. CHAIRMAN: Motion moved.

"That the Bill further to amend the unit Trust of India Act, 1963, be taken into consideration"

SHRI C K CHANDRAPPA (Tellicherry): Mr. Chairman, Sir, we have no objection in passing this Bill because it will provide the Indians residing abroad the facilities which are already there in regard to the investment in the commercial banks. So, as a matter of policy, I do not think that the Government has brought forward anything new

At the same time, I do not understand one thing. In this very House, on previous occasions, the Chair has told the Government that unless it is very essential, it is not good to promulgate an ordinance. I really fail to understand what was the urgent necessity behind promulgating this Ordinance for regularising a certain thing. It was absolutely not necessary. The Ordinance was promulgated on 31st October. From 31st October till the day on which the Parliament met, I do not think the Government has achieved any tremendous

break-through in mobilising the resources by way of foreign exchange in Unit Trusts. I would like the hon. Minister, while replying to the debate to enlighten the House as to what was the reason for the Government to promulgate this Ordinance and take the House for granted that it will just approve it.

Then, the hon. Minister said that there is a good response to the Ordinance and that several lakhs of dollars or several lakhs of rupees worth of foreign exchange are being attracted by the Unit Trust of India. I would like her to be more specific to tell us what exactly has been the response. From that, one can understand whether it was justifiable to promulgate this Ordinance in such a haste.

The third point that I would like to make is about the functioning of the Unit Trust of India. By way of fulfilling an assurance given in the House, the Government has sent certain answers to me yesterday wherein the Government says that the Unit Trust of India is making a big investment in large industrial houses. The whole scheme of the Unit Trust of India is supposed to be the one by which the small income group, the middle income group and the people who are not very affluent will save their little savings and they will be utilised for the growth of our economy in a purposeful manner. While introducing the Bill, the hon. Minister also said that the Government is amending the Act and bringing forward this Bill with a view to attract the foreign exchange so that the economic growth of our country will be made faster. I do not disagree with that. But I disagree very much and rather violently on this point that you collect money of the poor ordinary people and you invest it with large industrial houses. I would like to know to what extent they have invested the money in large industrial houses through the Unit Trust of India during the last several years. If that

is the policy of the Government, then I fear one thing. Of course, it will help the economic growth but it will not encourage the economic growth with social justice about which we are talking so much. If we are collecting money from the poor and giving it to the rich and the Unit Trust of India is a conveyor belt in doing this process, then it will add to the distortion of economy. That is why I feel that, while answering, the Government should come forward and say more specifically what their policy is in regard to the investment of the Unit Trust of India.

Lastly, in the same answer the Government says that the Unit Trust is represented by Shri R. D. Pusalkar, Shri M. V. Arunachalam and Shri D. C. Randeria. This was as in July 1974. I would like to know who are these gentlemen. Government should not try to escape by saying that they are trustees. I know, they were the trustees of the Unit Trust at that time. . .

SHRI N. K. P. SALVE (Betul)
This is outside the scope of the Bill

SHRI C. K. CHANDRAPPA: I support the Bill, but I would like that the Unit Trust should function in such a manner that it will justify this amendment. That is the reason why I am raising these points. I would like to ask the Minister whether these people, the trustees, are big industrialists, whether they are leaders of the Chamber of Commerce. I want to know who are those people. Or, do they belong to that small income group who are investing in the Unit Trust of India?

These are some of the things I would like the hon. Minister to answer while she replies. Otherwise, we support this Bill.

श्री मूल चन्द्र डागर (पानी) : इस बिल की भावना का मैं पूरा-पूरा समर्थन

कर रहा हूँ। इस बात में कोई भी इत्का नहीं कर सकता है कि यह बहुत अच्छा बिज़नेस है। मैं समझता हूँ कि इस बिल का पूरा मदद समर्थन करेगा। लेकिन मैं आप में कुछ सफाई चाहता हूँ। यूनिट ट्रस्ट आफ इंडिया की लास्ट जॉइंटिंग है उस में उसने लिखा है :

"As the Trust enters the first year of its second decade, however, a measure of uncertainty has developed about the ability of the Trust to play its role in future. The limitation on dividend as announced by the Government would no doubt affect the Trust's income by reducing the dividends the Trust earns from its investments in ordinary shares. However, it may be noted that ordinary shares are only one component of the Trust's investment portfolio and that there are other investments which are equally important but which would not be affected by the Government's measures. Besides, the Trust would also vary its investment strategy in the light of the developing conditions so that its ability to play its role, though somewhat restricted, is not impaired"

11 साल इस ट्रस्ट को काम करते हुए हो गए हैं। करोड़ों रुपया उस में सरकार का लगा हुआ है। शेयर खरीदने का जो काम है इसको किम तरह में किया जाता है यह मैं आप में जानना चाहता हूँ। इसमें छोटी छोटी इंडस्ट्रीज की मदद की जाती है या नहीं की जाती है या कुछ वैस्टिड इंडस्ट्रिज वाले ही इसमें लाभ उठाते हैं? आज़ चालीस हजार कंपनियां भारत में हैं। कुछ निमिटेड है, कुछ अननिमिटेड है। मैं समझता हूँ कि इसमें थोड़ी सी कंपनियां ही लाभ उठाती हैं। किन के शेयर खरीदे जाते हैं? मैं समझता हूँ कि उन्हीं कंपनियों के खरीदे जाते हैं जिन का इस ट्रस्ट को मैम्बर

[श्री मूल चन्द डागा]

बढ़ावा देना चाहते हैं और जिन को बढ़ावा देना नहीं चाहते हैं उनके शेयर नहीं खरीदते हैं। क्या यह सही नहीं है कि कुछ वैस्टिड इंटरेस्ट्स को ही वाच रिया जाता है ऐसा करते हुए ? आप कहते तो हैं कि 4 यूनिट ट्रस्ट छोटी छोटी इंडस्ट्रीज के शेयर खरीद कर उनको बढ़ावा देता है। लेकिन क्या वाकई में ऐसा हो रहा है। खुद रिजर्व बैंक का और सरकार का इस में पैसा लगा

हुआ है, जीवन बीमा निगम का लगा हुआ है—

सभापति महोदय : डागा जी, अभी आप कितना समय और लेंगे ?

श्री मूल चन्द डागा : सभापति जी, मैं अभी 5, 7 मिनट और लेना चाहता हूँ।

सभापति महोदय : माननीय सदस्य अपना भाषण कल जारी रखें।

18 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, January 16, 1976 | Pausa 26, 1897 (Saka)